

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4823

晚一十月三年一十三緒光

SATURDAY, APRIL 15, 1905.

六拜禮

號五十月四英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1886.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,720,000

Head Office:—YOKOHAMA.

Branches and Agencies:

TOKIO. LONDON.  
NAGASAKI. NEW YORK.  
LYONS. HONOLULU.  
SAN FRANCISCO. SHANGHAI.  
BOMBAY. NEWCHANG.  
TIENSIN. LIAOYANG.  
PEKING. DALNY.  
Kobe.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,  
Manager.  
Hongkong, 29th March, 1905. [20]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$10,000,000  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$8,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
H. E. TOMKINS, Esq., Chairman.  
H. A. W. SLADE, Esq., Deputy Chairman.  
E. Goetz, Esq.  
Hon. W. J. Gresson.  
A. Haupt, Esq.  
G. H. Medhurst, Esq.  
A. J. Raymond, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.  
ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 1/2 per cent. per Annum.  
For 12 months, 4 1/2 per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.  
Hongkong, 27th March, 1905. [22]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 1/2  
CENT. per annum.  
Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1905. [23]

### THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL ..... Sh. Taels 7,500,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin. Calcutta. Hankow.  
Tientsin. Tsingtau. Tsinanfu.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

M. HOMANN,  
Manager.  
Hongkong, 1st April, 1905. [25]

## Insurance.

### NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN AND CHINESE RISKS AT  
CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 28th May, 1905. [27]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS  
AUTHORIZED ..... GOLD \$10,000,000  
CAPITAL PAID UP ..... GOLD \$3,947,200  
RESERVE FUND ..... GOLD \$3,947,200

HEAD OFFICE:  
NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED,  
UNION OF LONDON AND SMITHS BANK, LTD.  
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Descrip-  
tion of Banking and Exchange Business,  
receives Money in Current Account and ac-  
cepts Fixed Deposits at Rates which may be  
ascertained on application.

CHARLES R. SCOTT,  
Manager.  
20, Des Voeux Road,  
Hongkong, 18th February, 1905. [21]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 17TH NOVEMBER, 1896.

Shanghai Taels.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.  
CHEFOO. SINGAPORE.  
HANKOW. TIENSIN.  
PEKING.

THE Bank purchases and receives for collec-  
tion Bills of Exchange drawn on the above  
places, and sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
1 1/2 per Annum Fixed Deposits for 3 months.  
2 1/2 " " " 6 " "  
3 1/2 " " " 12 " "

E. W. RUTTER,  
Manager.  
Hongkong, 6th January, 1905. [19]

### THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £800,000  
RESERVE FUND ..... £800,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.  
" " " 6 " " 3 1/2 " "  
" " " 3 " " 3 " "

T. P. COCHRANE,  
Manager.  
Hongkong, 10th May, 1904. [24]

## ALL SUFFERERS

FROM

NERVOUSNESS AND GENERAL

DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system  
and act also as a First-class Tonic.

IN BOTTLES ..... \$1.50.

### THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,  
Hongkong.  
Hongkong, 28th March, 1905. [43]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	POONA ..... C. R. Longden, R.N.R.	About 15th April	Freight only.
SHANGHAI.....	CHUSAN ..... H. W. Kenrick, R.N.R.	About 21st April	Freight and Passage.
LONDON, &c.....	SIMLA ..... F. R. Summers.....	April 22nd, Noon	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES .....	CEYLON ..... C. F. Lockstone, R.N.R.	About 26th April	Freight and Passage.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 12th April, 1905. [2]

## Intimations.

### LANE, CRAWFORD & CO.

#### PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR—

BRINSMEAD, STEINWAY, BROADWOOD,  
COLLARD & COLLARD, CHALLEN,  
DORNER, &c.

ALL Instruments imported by us are SPECIALLY SELECTED and made for this climate  
—the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism  
is made from the best materials only.

We have the longest experience in The Piano Trade of any dealers in the East, and are  
satisfied that Pianos made at home are infinitely superior to any constructed by makers in the  
East.

TUNING and REPAIRING attended to by experienced European Assistants.  
LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April 10th, 1905. [34]

### KÜPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Küpper,  
and see that you get it.

Telephone  
No. 75.  
GALBECK, MACGREGOR & CO.,  
SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL,  
Hongkong, 1st April, 1905. [17]

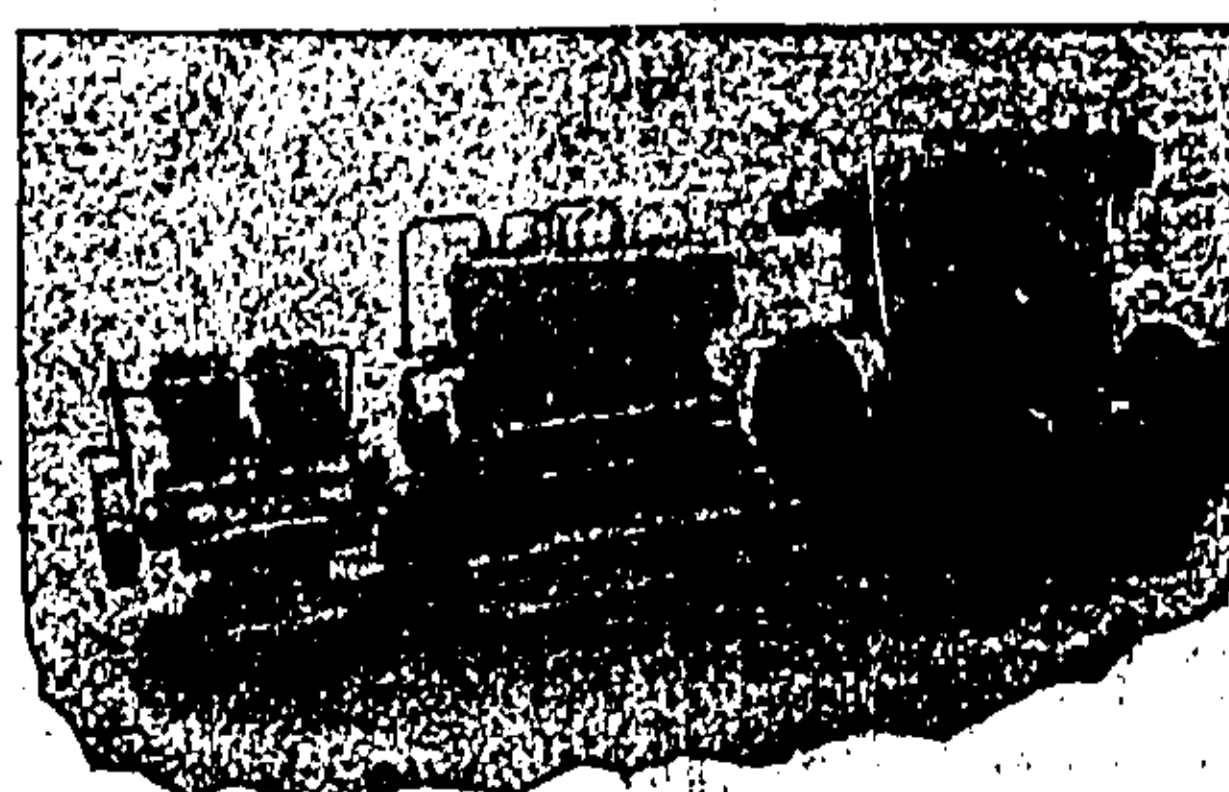
### E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,  
RACING AND CRUISING.

#### OUR MOTORS

For Reliability,  
Durability,  
Workmanship,  
Lightness.  
Estimates cheerfully given.



OUR PROPELLERS.  
Are fitted to the Principal Racing Launches in Europe.  
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC, CO.

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 21st February, 1905. [201]

## Intimations.

### A perfect food

is Bovril—it nourishes, stimulates and  
reinvigorates. Bovril is of great value  
for all to whom strength and endurance  
are a vital necessity. Its regular use is  
a permanent protection against the  
dangers of colds, chills and diseases.



57]



### YEBISU BEER.

Per Case of 8 Dozen Pints - - - \$15.50.

Sole Agents,

H. PRICE & CO.,  
12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [136]

### JOHN DEWAR SONS & Co., PERTH

#### WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.  
SOLE AGENTS.

CONNAUGHT HOUSE,  
Hongkong, 1st July, 1904. [139]

This space is reserved for

### LONG, HING & Co.,

PHOTO GOODS DEALERS,

17th, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

### ACHEE & Co.,

祥利廣  
ESTABLISHED 1859.

#### FURNITURE

COMPLETE STOCK OF

HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256.

Hongkong, 30th March, 1905. [41]

### HONGKONG HOTEL.



Military Band during dinner on Saturday Nights.

A. F. DAVIES,  
Acting Manager.

Hongkong, 7th February, 1905. [26]

### MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence  
to CANTON and back to HONGKONG, will be  
found interesting and enjoyable.

WM. FARMER, Proprietor.

[17]

JAPAN



COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kure, Shimonoseki, Moji, Wakamatsu,  
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Fujinuma, Hokoku, Hondo, Ichimura, Kanada, Mameda, Managawa,  
Onoda, Onji, Sasahara, Tsubakuro, Yoshinotani, Yohio, Yokohama and other Coals.  
& MINAMI, Manager, Hongkong.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.  
"POWAN," 2,338 " " " R. D. Thomas.  
"FATSHAN," 2,260 " " " W. A. Valentine.  
"HANKOW," 3,073 " " " C. V. Lloyd.  
"KINSHAN," 1,995 " " " J. J. Lossius.  
Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.  
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.  
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.  
"NANNING," 569 " " " C. Butchart.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.  
FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.  
Canton to Tak Hing, Single \$12.50, Return \$21.00.  
Canton to Samshui, Single \$7.50.

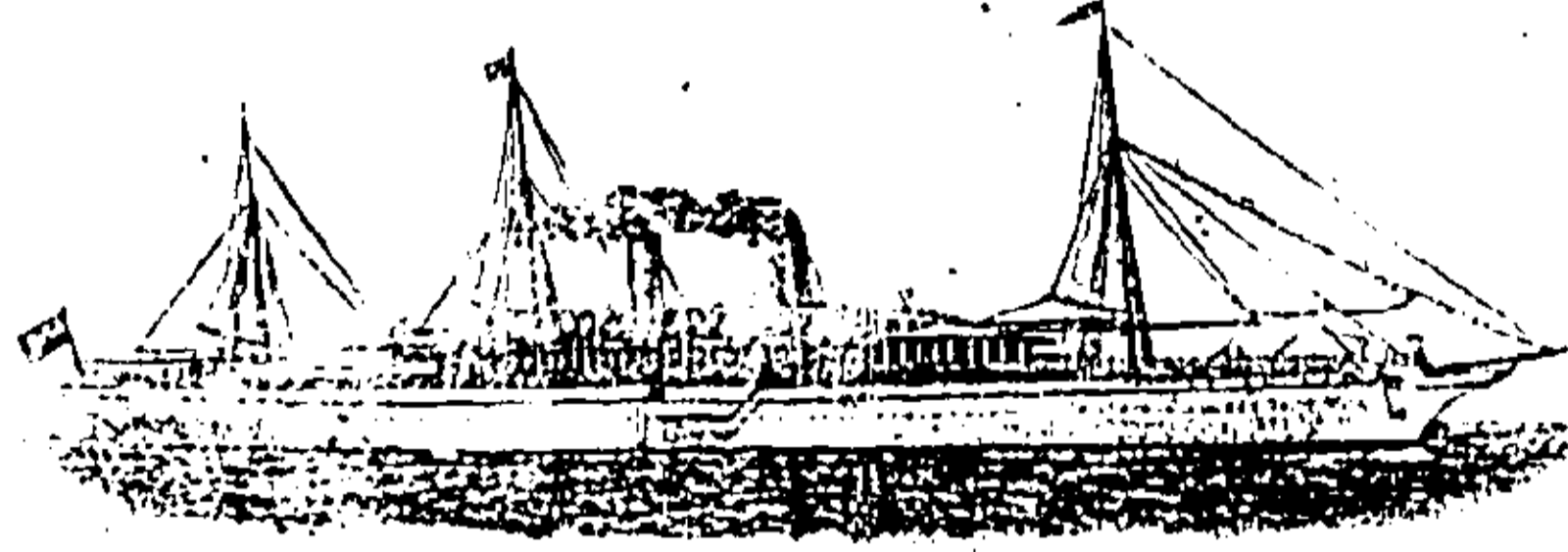
HONGKONG-WUCHOW LINE.

S.S. "LIN FAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.  
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.  
FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Birss. S.S. "HONGKONG," Capt. Maxfield.  
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).  
FARES:—Hongkong to Kong Moon, Single \$6.00.  
Hongkong to Kumchuk, Single \$7.00.  
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.  
Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 31st March, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).  
R.M.S. "EMPRESS OF INDIA," 6,000 Tons, WEDNESDAY, 19th April.  
"TARTAR," 4,485 " " " WEDNESDAY, 26th April.  
"EMPRESS OF JAPAN," 6,000 " " " WEDNESDAY, 10th May.  
"ATHENIAN," 2,440 " " " WEDNESDAY, 24th May.  
"EMPRESS OF CHINA," 6,000 " " " WEDNESDAY, 31st May.  
"EMPRESS OF INDIA," 6,000 " " " WEDNESDAY, 21st June.  
Hongkong to London, 1st Class, via S. Lawrence £60. Via New York £62.  
Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.  
Hongkong, 29th March, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SILESIA	HAVRE, BREMEN AND HAMBURG.	20th April.	Freight and Passengers.
NASSOVIA	(Calling at SPOR, PENANG & COLOMBO). HAVRE AND HAMBURG.	27th April.	Freight.
Cantiery	(Calling at SINGAPORE & COCHIN). HAVRE AND HAMBURG.	30th April.	Freight.
SERBIA	(Calling at SPOR, PENANG & COLOMBO). HAVRE AND HAMBURG.	2nd May.	Freight and Passengers.
SLAVONIA	(Calling at SPOR, PENANG & COLOMBO). HAVRE AND HAMBURG.	10th May.	Freight.
SEGOWIA	(Calling at SPOR, PENANG & COLOMBO). HAVRE AND HAMBURG.	13th June.	Freight.
Schoenfeldt	(Calling at SPOR, PENANG & COLOMBO). HAVRE AND HAMBURG.	27th June.	Freight.
BRISGAVIA	(Calling at SPOR, PENANG & COLOMBO). HAVRE AND HAMBURG.	27th June.	Freight.
NUBIA	(Calling at SPOR, PENANG & COLOMBO). NEW YORK VIA SUZ.	25th May.	Freight.
Habel	with liberty to call at the Malabar coast.		

For further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.  
Hongkong, 14th April, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.  
Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;  
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

STEAMERS. SAILING DATES.  
PRINZ EITEL FRIEDRICH WEDNESDAY, 26th April.  
PREUSSEN WEDNESDAY, 10th May.  
ROON WEDNESDAY, 24th May.  
BAYERN WEDNESDAY, 7th June.  
ZIETEN WEDNESDAY, 21st June.  
GNEISSNAU WEDNESDAY, 5th July.  
SACHSEN WEDNESDAY, 19th July.  
SCHARNHORST WEDNESDAY, 2nd August.  
PRINZ HEINRICH WEDNESDAY, 16th August.  
PRINZ EITEL FRIEDRICH WEDNESDAY, 30th August.

ON WEDNESDAY, the 26th day of April, 1905, at Noon, the Steamship "PRINZ EITEL FRIEDRICH," of the NORDEUTSCHER LLOYD, Captain E. Prehn, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.  
Shipping Orders will be granted till NOON, on MONDAY, the 24th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 25th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 25th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.  
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 2nd May.
PRINZ SEGISMUND	3,302	TUESDAY, 30th May.
WILLEHAD	4,761	TUESDAY, 27th June.

ON TUESDAY, the 2nd May, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT  
KOBÉ & YOKOHAMA PRINZ SEGISMUND TUESDAY, 9th May.  
SHANGHAI, NAGASAKI ROON WEDNESDAY, 26th April.  
KOBÉ & YOKOHAMA  
SHANGHAI, NAGASAKI BAYERN WEDNESDAY, 10th May.  
KOBÉ & YOKOHAMA

NORDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO.,  
AGENTS.  
Hongkong, 13th April, 1905.

Intimations.

F. BLACKHEAD & CO.,  
SHIP CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS,  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED-HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,  
&c. &c. &c.  
Sole Agents for  
FERGUSON'S SPECIAL CREAM and  
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.  
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 7th March, 1905.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR, but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW RENOVATING THERAPION, a complete revolution has been wrought in this department of medical science. Thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.  
THERAPION No. 1—A Sovereign Remedy for diseases from the urinary organs, suppurating infections, etc., of which it drives irreparable harm by laying the foundation of irritative and septic diseases.  
THERAPION No. 2—A Sovereign Remedy for primary and secondary skin diseases, eruptions, pains and swellings of the face, and all those conditions which are caused by septicæmia. It is popularly but erroneously supposed to cure. It is a preparation which purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.  
THERAPION No. 3—A Sovereign Remedy for all nervous diseases, impaired vitality, sleeplessness, dilated and irregularity for business or pleasure, loss of appetite, blushing, indigestion, pains in the back and head, and those disorders resulting from early error and abuse which the faculty is perpetually ignoring, because so intent to cure or even relieve.  
THERAPION is sold by Principal Chemists throughout the world. Price 1/6 per bottle. A full order, with which of the three numbers required, and observe that the word "THERAPION" appears on British Government Stamp (in value 1/6) on a red paper label, is sent to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.  
Sold by A. S. WATSON & Co., Ltd.,  
Hongkong, China and Manila.

THE WISE MAN  
BUYS A "SINGER"; IT'S TRUE ECONOMY.  
5 YEARS' GUARANTEE;  
FREE INSTRUCTION;  
EASY PAYMENTS.  
It's something you need.  
SHOW-ROOMS:—1, WYNDHAM STREET.  
Hongkong, 25th March, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.  
TIME TABLE.  
WEEK DAYS.  
7.00 a.m. to 7.30 a.m. Every 30 minutes.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.  
SUNDAY.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS as on Week Days.  
SATURDAY.  
Extra cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 29th December, 1904.

A FOOK & Co.,  
12, Pottinger Street, Central.  
GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADOERS, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS' STANDING.  
ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.  
Orders solicited.  
Hongkong, 23rd February, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.  
No. 2 DOCK. Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 378

Telegrams, "Dock, Yokohama," Codes A. L. and A. B. C. (4th).

Yokohama, May 11th, 1903.

When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

C. W. MEAD, C. E., President and Shanghai Manager.  
N. M. HOLMES, C. E., Vice-President and Hongkong Manager.  
A. F. CARRICK, C. E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.  
Railway Hydraulic Mining and Sanitary Engineering.  
A Speciality made of Reinforced Concrete and Concrete Piles.  
Examinations Surveys Reports and Estimates.  
On all Railway or Proposed Construction Works.  
Hongkong, 2nd February, 1905.



EYES RIGHT!  
N. LAZARUS, OPHTHALMIC OPTICIAN,  
10, D'AGUIAR STREET, HONGKONG,  
(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
LONDON, CALCUTTA, SHANGHAI,  
21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road  
Hongkong, 24th March, 1904.

Hotels.

HOTEL CRAIGIEBURN,

PUNNET'S GAP, the PEAK, near the TEAM TERMINUS. Tel. 56.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 2nd July, 1900.

FOR HOTEL COMFORT AND THE BEST BILLIARDS.  
GO TO THE  
KOWLOON HOTEL.  
KOWLOON. J. W. OSBORNE, Proprietor and Manager.

OCCIDENTAL HOTEL.  
EXCELLENT CUISINE.  
MODERATE PRICES.  
ELECTRIC FANS  
TO ORDER IN  
EVERY ROOM.  
EUROPEAN MANAGEMENT.  
ELGIN ROAD, KOWLOON.  
Hongkong, 19th May, 1904.

AN APPEAL.  
THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.  
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, materials can be supplied, if required.  
The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, to be taught by the Sisters.  
Hongkong, 22nd April, 1894.

## Intimations.

**WM. POWELL,  
LIMITED.**

**GENTLEMEN'S  
DEPARTMENT,**  
28, Queen's Road,  
(OPPOSITE THE CLOCK TOWER.)

**SHIRTS!  
SHIRTS!  
SHIRTS!**

Our New Stock of  
Spring & Summer Shirts  
has just arrived.

**ELEGANT  
PATTERNS IN  
LIGHT-WEIGHT  
ZEPHYR,  
CELLULAR,  
SILK & WOOL,  
&c., &c., &c.**

**NECKWEAR!  
NECKWEAR!  
NECKWEAR!**  
NEW & EXCLUSIVE  
DESIGNS.

**UNDERWEAR!  
UNDERWEAR!  
UNDERWEAR!**  
A fine Selection of  
INDIA GAUZE,  
BALBRIGGAN,  
LISLE THREAD,  
SILK AND  
SILK AND WOOL  
UNDERWEAR  
especially suitable for  
this climate.

**HALF-HOSE!  
HALF-HOSE!  
HALF-HOSE!**  
GOOD QUALITY,  
SMART PATTERNS  
MEDIUM AND  
LIGHT-WEIGHTS.

MODERATE PRICES.

INSPECTION INVITED.

**Wm. POWELL, Ltd.**  
HONG KONG.

Hongkong, 15th April, 1905.

## Intimations.

## DONE BY TRYING.

Nobody can tell what he can do till he tries. When a thing ought to be done the modern spirit moves us to keep working away at it until it is done. In the face of this idea the "impossible" vanishes. Where there's a will, there's a way. "If we could but rob cod liver oil of its sickening taste and smell and then combine it with two or three other ingredients we should possess the best remedy in the world for certain diseases that are now practically incurable." So said a famous English physician twenty-five years ago. "But it will never be done," he added. "You can no more turn cod liver oil into a pleasant palatable medicine, than you can turn the Codfish himself into a Bird of Paradise." Yet he lived to admit that in

**WAMPOLE'S PREPARATION** the "impossible" had been accomplished. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers combined with the Compound Syrup of Hypophosphites, Extracts of Malt and Wild Cherry. This remedy is free from the bad peculiarities Dr. Frothingham so detested, and it is precisely the splendid medicine he wished for. Use it freely and confidently for Anemia, Hysteria, Wasting Complaints, Blood Impurities, Asthma, and Throat and Lung Troubles. Dr. W. H. B. Atkins, F. R. C. P., London, M. D. C. M., Victoria University, M. B., Toronto University, Consulting Physician to Home for Incurables, Physician to Toronto General Hospital, says: "I am much pleased to state that the results from using Wampole's Preparation of Cod Liver Oil have been uniformly satisfactory; it appealed to me as being prepared according to correct scientific principles." It increases the appetite and influences the digestion of food; it is delicious to take, will not disappoint you and is effective from the first dose. "It represents the dawn of progress." At chemists everywhere.

THE HONGKONG, CANTON AND  
MACAO STEAMBOAT COMPANY,  
LIMITED.

## CHEAP EXCURSIONS TO MACAO

COMMENCING ON SUNDAY, the 16th  
April, and until further notice, the  
S.S. "HONAM"

will (weather permitting) make a special trip  
EVERY SUNDAY TO MACAO AND HAKA.  
Hours of Departure: from Hongkong 9 A.M.  
Macao 7 P.M.

Return fares:—First Class \$4.00. Second  
Class \$3.00. Children under 12 half-price.

Tickets may be obtained at the Office of the  
Company, or on board the Steamer. No CHITS  
will be accepted, and Servant's passages must  
be paid for.

T. ARNOLD,  
Secretary.

Hongkong, 12th April, 1905. [465]

## NOTICE.

THE HONGKONG SCHOOLS' SPORTS  
will be held at the Race Course, Happy  
Valley, on MONDAY, April 17th.

R. J. BIRCKBE,  
Hon. Secretary.

Hongkong, 15th April, 1905. [467]

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice,  
to BOOK CARGO AND ISSUERS OF LADING  
TO SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS IN THE UNITED STATES  
AND CANADA in connection with the GREAT  
NORTHERN RAILWAY FROM SEAT-  
TLE, as hitherto, by the Steamers of the  
NORTHERN PACIFIC S.S. Co., BOSTON  
STEAMSHIP AND TOWBOAT Cos., OCEAN  
S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Com-  
pany's Local Branch Office in PRINCE'S  
BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 27th March, 1905. [68]

**THE HONGKONG  
STUDIO,**  
HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS AND ENLA-  
GING AND COPYING in all Sizes  
LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1904. [59]

**MEE CHEUNG,  
PHOTOGRAPHER,**  
TOP FLOOR OF ICE HOUSE, IN  
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICES  
in the Colony or in any part of the Far East.  
GROUPS AND VIEWS  
a specialty.

Hongkong, 12nd September, 1904. [56]

**COURES  
MEN & WOMEN**  
BIG G is a 200-potency  
remedy for any venereal  
discharge and inflammation  
irritation or ulceration of  
males' members. Painless-  
Guaranteed not to affect the  
prostate or testicles.  
SOLD BY CHEMISTS.  
Circular mailed on request.  
Prepared by  
THE PHARMACEUTICAL CO.  
CHICAGO, U.S.A.

COTTON FIELDS OF THE  
FUTURE.

While the British Cotton-Growing Association is conducting experiments the whole empire over, America is growing somewhat uncomfortable at the prospect of losing the power to control the market. Mr. Edward Atkinson of Boston, Massachusetts, trails a red herring across the path, by urging, in a letter to a Manchester contemporary, that there is probably no section of the world offering such opportunities for young men with moderate capital, intelligence and aptitude to establish themselves as now offered in Northern Texas, Louisiana, the Indian territory, Oklahoma, Arkansas and Missouri, all but the latter—we presume he means the last—fully within the cotton zone. The Association will doubtless advise young men with capital to try the new fields they are opening out; and they are undoubtedly making progress, though there may at present be something in Mr. Atkinson's accusation against them that they are not paying sufficient attention to the physical geography, geology, climatology and chemistry of cotton culture. Mr. Atkinson wishes it to be believed that the short supply of cotton from the crop of 1903 was due to an accident or abnormal cause and not to any lack of land or labour or area planted in cotton in the United States in that year. The sudden increase in the destruction of the boll weevil in Texas product by 750,000 bales. That shortage, he holds, gave the opportunity for the corner in cotton which was so disastrous to spinners and also to the promoter of the speculation. Had the normal crop of Texas been gathered in that year, a normal supply, with a moderate surplus, would have been placed upon the market. And in the following year the farmers having planted earlier and given greater attention to their crop, they were able to add their quota to the very large crop without much apparent reduction through devastation of the boll weevil. That may be, but it is no reason why the British manufacturers should leave everything to that province or America.

Mr. Atkinson seems to think it is, and on the very ground argues that the efforts of the British Cotton-Growing Association to establish the production of cotton in other countries is a misdirection of energy. Nothing at all of the sort. Competition will do America good, as it will not induce the growers of the United States to mend their ways and put their cotton into the market in better form. But Mr. Atkinson's letter can only be regarded as a piece of special pleading on behalf of the cultivators of the United States. He wants to persuade us that it is "more fit" to promote the interdependence of the English-speaking of Great Britain and of the United States" and he asks if that interdependence may not tend to the maintenance of peace and good-will for all time, especially if the movement, now being urged by Chambers of Commerce and Boards of Trade, to neutralise the ways of commerce from the ports of North America across the Atlantic to the ports of Europe should be successful. What, he asks, could give greater assurance of the peace of the world than to establish the interdependence of the two great branches of the English-speaking people, each benefiting the other by the exchange of products? Peace at any price is not to be thought of and the economical aspect of the operations of the British Cotton-Growing Association is the first to be considered. Manchester has a large section of ultra-anti-jingos, but fortunately it has many sound-headed business men who will not be misled by any Yankee special pleading, though its leading journal affords space for the palpable intention to mislead those who were pro-Boer, three or four years ago. They will look to their own pockets first, and that is really how the question of new fields and a supply of cotton must be regarded, not in connection with any remote possibilities of affecting good feeling either with the United States or any other country. We are, and must be, independent of all.

It is like American coolness to urge that the British Cotton-Growing Association would spend its money to better advantage in making a complete and exhaustive study of the conditions of the South-Western States and territories beyond the Mississippi, "when ten million acres of land may be speedily added to the thirty millions now under cultivation and yet bearing but a small proportion to the vast area in that section as yet untouched by the plough." Without such complete study and knowledge of the chemistry of the cotton plants and of the soils of the United States and of the geological and climatic conditions, it is impossible to ascertain their resources, Mr. Atkinson urges. And doubtless he is right. But why does not the Government of the United States carry out the desired investigation? The British Cotton Growing Association will buy all the cotton it requires from the United States, but by opening up fresh fields it will not only be independent of American harvests, but free of the ill effects which are produced by American business methods, which do not at all commend themselves to British merchants. The vapouring of such men as the author of "Wake up, John Bull!" lead the foreigner, including the American, to imagine John Bull to be as dead asleep as Mr. Atkinson evidently thinks us. If he did not, he would never surely have had the impudence to write a letter which is insulting to the intelligence of every British subject; more especially to the men of Manchester, whom he evidently thinks, are the least difficult to mislead. We are hopeful that the operations of the British Cotton-Growing Association will extend rather than contract, and that it may achieve to the full the object for which it was organised. At the same time the Association must be again reminded that, if it is to do all its founders desired, it will be necessary to make its investigations on an extensive scale and to avoid any appearance of stinginess or want of enterprise in its operations.—*Bowley Gazette.*

## COMMERCIAL.

## WEEKLY SHARE REPORT.

In their report of yesterday's date, Messrs. Benjamin, Kelly and Potts state:—

The market has remained very steady with a fair amount of business doing, and a still further improvement in the value of Shanghai and Hongkong Wharves has to be especially noted.

Banks.—Hongkong and Shanghai Banks have been negotiated at 780, and close with further inquiries. London still quotes 480. Nationals have advanced to 537.

Marine Insurances.—Cantons continue in request at 525. China Traders have again been booked at 538, and Unions remain without business at 500. Yangtzes can be placed at 555 ex the dividend of 55 paid in Shanghai on the 12th instant.

Fire Insurances.—Shares are offering at 530 for Hongkong Fires and at 386 for China Fires.

Shipping.—Hongkong, Canton and Macao Steamboats have been done at 526. China and Manilla have again changed hands at 521, and further transactions have taken place in Douglas Steamships at 515. Indo-Chinas remain in request at 521. Star

Ferries and Shell Transports are unchanged at last week's quotations. Shanghai Tugs (ordinary) have been dealt in at 51, 51.52 and 51.53 and the preference shares at 51.54.

Refineries.—China Sugars weakened and a few shares have been disposed of at as low as 520, but the market closes firm. Luzons have been bought and have further buyers at 527.

Mining.—Chinese Engineering have again been done at 51.74. Raubs have buyers at 54.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are in demand at 5203. Farnhams have not maintained the position, and have declined to 515, at which rate shares are offering. Kowloon Wharves have been placed at 5107. Hongkong Wharves still further strengthened and, after sales at 5174, are now wanted at 5187. Geo. Fenwick's have declined to 535 and New Amoy Docks are in the market at 524.

Lands, Hotels and Buildings.—Hongkong Lands are obtainable at 520. Further sales of Shanghai Lands are reported at 515. Kowloon Lands are wanted at 539 and West Points can be procured at 555. Hongkong Hotels remain in request at 5140. Humphreys' Estate are inquired for at 51240.

Cotton Mills.—Ewos have jumped to 5140 but at this figure shares are on offer. Internationals have considerably advanced and sales have been effected at 5138. Lanou-Kung-Mows have been sold at 5140. Hongkong Cottons are still wanted at 5164.

Cigar Companies.—Sumatras have changed hands at 5168.

Miscellaneous.—Green Island Cements are steady with sales at 527 (old) and 517 (new). A. S. Watsons have improved and business has been done at 513 closing with further inquiries at this price. Dairy Farms are up to 5174, and are wanted. Electricies have been placed at 5174 and 511 for the old and new shares respectively. Hall and Holz are asked for at 533 ex the final dividend of 54 payable in Shanghai to-morrow. Central Stores (new) have changed hands at 58. Hongkong Ropes are quoted at 5145 ex the dividend of 50 paid on the 10th instant. William Powells also paid their interim dividend of 50 cents on the same date, and we now quote the stock at 5114 buyers. Steam Waterboats are offering, after sales at 5184. Steam Laundries (53 paid up) have been done at 544 and more shares are inquired for. Langkats have hardened to 5140, but no business is reported.

## TO-DAY'S EXCHANGE.

**Selling.**  
London—Bank T.T. .... 110 5/16  
Do. demand ..... 104  
Do. 4 months' sight ..... 104  
France—Bank T.T. .... 233 3/4  
America—Bank T.T. .... 454  
Germany—Bank T.T. .... 199 1/2  
India T.T. .... 139 1/2  
Do. demand ..... 139 1/2  
Shanghai—Bank T.T. .... 72 1/2  
Japan—Bank T.T. .... 91 1/2  
Yava—Bank T.T. .... 114 1/2

**Buying.**  
1 months' sight L/C ..... 110 1/2  
5 months' sight L/C ..... 110 1/2  
30 days' sight San Francisco & New York 45 1/2  
4 months' sight do. .... 45 1/2  
30 days' sight Sydney and Melbourne ..... 110 1/2  
4 months' sight France ..... 237 1/2  
6 months' sight do. .... 239  
4 months' sight Germany ..... 195  
Bar Silver ..... 264  
Bank of England rate ..... 21 7/8

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—  
Malwa New ..... @ 1,140  
" Old ..... @ 1,200  
" Older ..... @ 1,250  
" Oldest ..... @ 1,340

Patna New ..... @ 1,184  
Benares New ..... @ 1,150  
Persian (Paper) ..... @ 780/1010

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10cts.) per Copy.

THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1905.

## Auction.

## PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to sell by  
**PUBLIC AUCTION,**  
ON  
WEDNESDAY,  
the 26th day of April, 1905, at 3 P.M., at his Sales Rooms.

The following  
**VALUABLE LEASEHOLD PROPERTY,**  
situate at Victoria, in the Colony of Hongkong,  
viz:—

All that PIECE or PARCEL of GROUND situate at Victoria aforesaid registered in the Land Office as INLAND LOT No. 1666. Area 689 square feet. Term 75 years. Annual Crown-Rent \$11.00 together with the message thereon; known as No. 8, Po Hing Fong.

For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER,  
Solicitors for the Mortgagees,  
or to  
GEO. P. LAMMERT,  
Auctioneer.

Hongkong, 13th April, 1905. [472]

## Notice of Firm.

## NOTICE.

THE Business of a SOLICITOR, PROCTOR and NOTARY PUBLIC heretofore carried on by me at Nos. 39, 41 and 43, Des Vaux Road, under the name of GEO. K. HALL BRUTTON will as from this date be carried on under the name of BRUTTON, HETT and GOLDING.

GEO. K. HALL BRUTTON,  
Hongkong, 10th April, 1905. [456]

## Intimations.

## HONGKONG CLUB.

## NOTICE.

THE NINETEENTH YEARLY GENERAL MEETING OF THE MEMBERS OF THE HONGKONG CLUB will be held in the Club House, on THURSDAY, the 20th April, 1905, at 5 P.M.

By Order,  
C. H. GRACE,  
Secretary.

Hongkong, 12th April, 1905. [466]

## HONGKONG JOCKEY CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS OF the Jockey Club will be held in the CITY HALL, on SATURDAY, the 20th April, 1905, at 3 P.M. A Notice will be sent to Members embodying the Special Resolutions to be submitted at this Meeting.

By Order,  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, 14th April, 1905. [475]

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3.30 P.M.

By Order,  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, 14th April, 1905. [476]

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon contributions for the year 1904 has been declared.

WARRANTS will be issued on the 3rd May.

By Order of the Board,  
C. MONTAGUE EDE,  
Acting Secretary.

Hongkong, 13th April, 1905. [473]

GENT requires BOARD AND LODGING IN KOWLOON, please state Terms and Particulars, to

"A. B.,  
C/o Hongkong Telegraph.

Hongkong, 13th April, 1905. [470]

**S. MOUTRIE & CO., LD.,  
PIANO AND ORGAN  
MANUFACTURERS.**

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second hand Pianos from \$200 upwards, and a written guarantee for a test period of TWO Years given for each instrument.

A large consignment of records at the low figure of \$1.80 each, 5% on wholesale orders.

The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.

**WE DEFY COMPETITION.**  
INSPECTION INVITED.

Hongkong, 14th March, 1905. [365]

## JUST LANDED.

NO Toilet Requisites are complete without these Soaps:—  
**PLANTOL FLORAL AND NATURAL BOUQUET SOAPS,**

Guaranteed made from Fruits and Flowers and to contain no animal fat. They are soothing and refreshing to the delicate skins.

ALSO  
**CARNAVAL (A LA ROSE) AND STARLIGHT SOAPS,**  
pure, economical, agreeable and highly perfumed and a perfect toilet and nursery Soap.

**NOW ON SHOW.**  
H. RUTTONJEE,  
5, D'Agular Street, Hongkong,  
37 & 38, Elgin Street, Kowloon.

Hongkong, 6th April, 1905. [58]

## Intimations.

## WANTED.

AN EXPERT TYPEWRITER. Good Salary to a Quick Worker.  
JOHNSON, STOKES AND MASTER.  
Hongkong, 31st March, 1905. [430]

EMPLOYE de commerce, Agé de 29 ans, de nationalité Suisse, ayant déjà occupé d'importantes fonctions dans des grandes maisons, connaissant à fond de comptabilité en partie double, parlant couramment le Français, l'Allemand, le Hollandais, l'Italien et l'Anglais, désirerait une situation dans l'une des villes de la côte de Chine.

Très bonnes références—Appointements: de 5 à 6,000 dollars par an. Ecrire aux initiales L. V. au journal "l'Opinion" de Saigon.

Saigon, le 2 Mars, 1905. [312]

**THE FAMOUS MAB RAZOR**  
WEIGHT LESS THAN 1 OUNCE

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vaux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 24th November, 1904. [63]

## ESPECIAL OLD TOM GIN.

Marshall and Elvy's

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

Hongkong, 11th May, 1904. [53]

## THE WINE GROWERS

## SUPPLY CO.

BARRETTO & Co.,  
General Agents, Hongkong.

GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND STOUT"

is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND STOUT"

is the very Finest Stout brewed by Messrs. A. Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND STOUT"

is not medicated nor chemicalized.

"THE CELEBRATED PIG BRAND STOUT"

Consumers wishing to drink perfectly pure Stout of the very finest quality should drink Pig Brand Stout.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is better bottled, better packed, and has stronger packages than its rivals.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout gently assists digestion.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is a food as well as a drink.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout may be recommended by medical men to their most delicate patients.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout has been celebrated for thirty years in the leading Colonial and Foreign Markets.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is only slightly higher in price than other bottlings of Guinness's.

Par cask of 8 dozen prints \$24.00

" 4 " quarts \$19.00

## Intimations.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D.  
1841.

WINE AND SPIRIT  
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S  
CELEBRATED

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BLEND

A WHISKY

OF

GREAT AGE  
MATURE,  
MELLOW

AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt  
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,  
LIMITED.

Hongkong, 1st April, 1905.

[32]

CLUB No. 1

WHISKY.

\$18.00 PER DOZ.

BUT WORTH DOUBLE

THIS MONEY.

THIS BRAND IS KNOWN

BY ITS QUALITY

AND A

GOLD TRIANGLE

ON THE LABEL.

GREGOR & Co.,  
WINE MERCHANTS,

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

Hongkong, 13th April, 1905.

**NOTICE.**  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hoo-choi Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any material sent in, nor to return any Contribution.  
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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

**BIRTH.**  
On the 7th April at Scremban, the wife of Mr. F. J. WELD, of a daughter.

**MARRIAGE.**  
On the 3rd inst. at the Church of the Assumption, Penang, FREDERICK HENRIK, eldest son of Frederick J. Baness, Esq., to FLORENCE A. LILBURN, youngest daughter of J. Lilburn Rosher, Esq.

**DEATH.**  
At the General Hospital, Singapore, on April 8th, JAMES NEWBORN of Doncaster, Chief Engineer of the E. E. Tel. Co.'s steamer, *Patrol*, aged 42.

## The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 15, 1905.

### AN OPTIMISTIC SHIPPING ARTICLE.

The summary, which appeared in yesterday's issue, of an article by Mr. K. Uchida, Director of the Shipping Bureau in the Department of Communications in Japan, on the development of Japan's maritime trade, will appeal to all who have been contemplating the prospects of shipping when the war is concluded. It is certainly of vital interest to Hongkong, for here as well as in Shanghai, the possibility of a plethora of tonnage being thrown on the market has aroused the gravest consideration. From the statement given by Mr. Uchida, however, it would seem that little fear need be entertained on that point; for, if the author's deductions are correct, Japan will be in a position to absorb all the extra tonnage which was added to her mercantile navy in consequence of the war. It was the Japan-China war which first made it clearly evident to the Japanese that a large merchant service was essential to the well-being of the nation, and in order to foster the maritime trade, subsidies were granted to those companies operating Japanese steamers which, in time of war, could be utilised as auxiliaries or transports. The wisdom of this policy was evidenced when the war with Russia broke out. The Government was able at a moment's call to secure the steamers of the large Japanese shipping companies, and commence transport arrangements without delay. The Japanese companies, however, were not content to sit calmly on a bench and watch operations. They recognised that the trade they had built up was in serious danger of being irreparably injured and their prestige lowered, if they entirely withdrew from the field. They therefore proceeded to charter foreign-owned vessels to replace on all the lines—except the European and Australian—those vessels which had been taken off. Where a charter was not desired they acquired the vessels outright, with the result that during the last year there has been an immense increase in the tonnage of vessels belonging to Japan, estimated at something like 50 per cent. The question which has agitated the shipping interests in Hongkong has been the difficulty of dealing with the situation should all these extra vessels be thrown on the market looking for freights at any price. An entirely satisfactory answer is given by Mr. Uchida. At the close of the war, there will be a determined effort made to develop Japan's maritime trade abroad. They will not confine their attention to North China, which, nevertheless, must prove a source of great profit to shipowners when the restraint to which the enterprise of the people in Manchuria have been subjected, is relaxed; but they will seek fresh fields and pastures new, in French China, South America, Mexico, the Philippines, Java, etc. In this connection, it may be remembered that after the outbreak of war, Japan appointed two trade Commissioners to visit trans-Pacific ports and also the promising Republic of Mexico. The result of the Commissioners' investigations has been most encouraging and no doubt has formed the basis of Mr. Uchida's expectations regarding the development of Japanese trade in that direction. We see hopeful signs for Hongkong's coastal trade in Mr. Uchida's admonition to Japanese shipowners, not to confine their attention to the coastwise trade. For such a concentration would only bring about a clashing of interests which would result in no good whatever to any of those who are at present engaged in the trade. Past reports of the Douglas Steamship Company were by no means encouraging, hinting that for some time to come there would be no great development in the trade of the coast

ports. Mr. Uchida, however, bears out our views with regard to the further development of the maritime trade principally in North China, and there can be no doubt that it is capable of very great expansion when the war is brought to an end. What the trans-Pacific trade is capable of, must be left to the future, for no approximate estimate can yet be formed. But that such a trade could be fostered and considerably enlarged it does not require much foresight to recognise. With the reorganisation of its financial system and the betterment of its administrative departments, Mexico is likely to prove an extremely profitable source of revenue for shipping. At present it is rising from the ashes, and its future prosperity is just discernible, but those who are first on the field, ready to enter at the probationary period, are bound to reap the reward of their enterprise. Mr. Uchida's cogent article makes good reading to those interested in Hongkong's shipping, and should do much to dispel the vague fears and doubts which have lately arisen as to the prospects of Hongkong shipping.

### LOCAL AND GENERAL.

The German mail of the 16th March was delivered in London on the 14th inst.

The name of Mr. L. A. Rose has been added to the list of authorised architects.

The next Criminal Sessions of the Supreme Court will be held on Tuesday, the 18th inst. at 10 o'clock in the forenoon.

MAJOR General Villiers, Hutton, commanding the forces in South China, inspected the Hongkong Volunteer Corps this afternoon.

The Hon. Dr. F. W. Clark has been appointed a lay member of the Church Body, vice the Hon. Dr. J. M. Atkinson, resigned.

H. E. THE Governor has given directions for the rescission of the proclamation declaring Shanghai to be a port or place at which an infectious or contagious disease prevails.

A CORRESPONDENT writes complaining of the absence yesterday of tramcars on the loop line running to Happy Valley where a most important football match was being played.

At Singapore on the 7th inst., the Tanjong Pagar Dock Expropriation Bill was read a third time and passed. Mr. Sheffer said "No" to the motion, but did not press for a division.

PROGRAMME of music to be performed by the Band of the 93rd, Burma Infantry on the New Parade Ground, on Monday next, the 17th inst. from 5 to 6.30 p.m.:

March—The Union's Call—Hillberg  
Overture—Tannenberg—Rovinsky  
Selection—The Treadmill—Munkton  
Dance—Japanese—Thomas  
Selection—A Chinese Honeycomb—Tallot  
Valse—Enchante—Berger  
God save the King.

THERE has been practically no business done by the sellers of the Huey lottery tickets, from the City wall downwards towards Bangrak, for the past two days, says the *Bangkok Times* of 5th inst. They don't make enough out of it. The agent for the farmer, who appoints the ticket sellers, it appears, demands this year 100 ticals from each seller before he is allowed to start business. Then when the seller has prepared everything, clerk, lamp, stand, writing materials, etc., all he is allowed as profit is one salang in each 25 ticals he receives. The seller, maintain that, at this rate, it would be more profitable to do something useful for a living, and they are thinking about changing their vocation now.

THE death is announced at Bangkok of Admiral John Bush, who was the "Father" of the Bangkok Dock, which dates back to 1865, and amid all the recent changes remained the principal shareholder. One of his last acts was the purchase from the Borneo Co., Ltd. of the present Protestant Church property and that no doubt was done with the idea of adding it to the Dock property. Mrs. Bush died many years ago, but of their children at least Mr. J. M. Bush, master mariner, Mr. Kurizals and Mrs. Davidson still survive, and two grandsons, Mr. Frank Stewart and Capt. Stewart of the *Borneo*, are well known in Bangkok. The late Mrs. John Anderson, Singapore, was a daughter of the Admiral, who was 86 years of age.

In the Reading Room at the Kowloon docks last night Mr. J. Lambert, superintendent engineer of the Hongkong and Whampoa Dock Co., Ltd., who has been appointed to the position of Lloyd's Surveyor in succession to Mr. Newman Mumford, transferred to Constantinople, was presented with a very handsome and massive silver salver, by Mr. T. Neave, on behalf of himself and the rest of the staff of the Dock Co. as a token of their good will and esteem for their departing colleague. Mr. Neave, in making the presentation, spoke of Mr. Lambert's many years' connection with the docks, and the pleasant relations that had always characterized his association with his colleagues, and of the sincere regret experienced by them all at his leaving them—a regret tempered, however, by a remembrance of the fact that Mr. Lambert was not leaving Hongkong, but merely removing to another and more important sphere of usefulness in this Colony. Mr. Lambert acknowledged the gift and the kindly expressions which had fallen from Mr. Neave, and said that, while he himself regretted leaving, his duty called him elsewhere, but it was such that it must always keep him in touch with his old friends and colleagues. The rest of the evening was passed by a very enjoyable, though impromptu, "Smoker."

### THE CHINA-BORNEO CO., LTD.

#### ANNUAL MEETING.

Mr. A. G. Wood presided at the second ordinary yearly meeting of shareholders in the China-Borneo Co., Ltd., held at noon to-day at the offices of the Company, St. George's Building. There were also present Hon. Sir C. Paul Chater, Messrs. E. Osborne, J. Wheeley (Consulting Committee), W. Parlane, J. W. C. Bonnar, T. Arnold, W. H. Wickham, L. E. Ozorio, O. Baptista, and A. H. M. da Silva.

The notice convening the meeting having been read, the Chairman said—Gentlemen, the report and accounts have now been in your hands for some time and I presume that you have no objection to their being taken as read. The company's operations during the period under review show a fairly satisfactory result, but not quite so satisfactory as was anticipated. The storm that passed over B. N. Borneo on October 31st did a great deal of damage in the jungle and threw everything back considerably. January, February, November and December were very unusually wet months and hauling was greatly interfered with, and these circumstances combined have made the output of timber smaller and the relative cost higher than it would otherwise have been. You will have noticed from the accounts that over \$70,000 have been spent during the year 1904 in developing and additions to the Company's various properties in Borneo, and this sum has for the most part been unproductive during the period under review, but as all this work was practically completed in the early part of the current year we hope that it will now contribute to the company's earnings. We have recommended that the sum (\$61,723.45) available for appropriation be dealt with as follows:—to pay a dividend of \$1.00 per share, absorbing \$46,000; to write off launches and lighters, \$10,600; to write off plant \$2,400; to write off timber concessions \$2,723.45; total \$61,723.45, and we hope you will approve this. The various properties have been well kept up and all are in good order. The company's business during the current year has, so far, shown satisfactory results. Before proposing the adoption of the report and accounts now before you I shall be glad to answer any questions you may wish to ask.

There being no questions the Chairman moved that the report and accounts as presented be adopted and passed.  
Mr. T. Arnold seconded, and the motion was carried.  
Mr. W. Parlane proposed the re-election of Mr. A. G. Wood as a member of the Consulting Committee.  
Mr. Bonnar seconded.  
Carried.  
On the proposition of Mr. W. H. Wickham, seconded by Mr. T. Arnold, Mr. W. Hutton Potts was re-elected auditor.  
The Chairman thanked shareholders for their attendance, and announced that dividend warrants would be ready on Monday, and could be had on application at the company's offices.

### HONGKONG SCHOOLS SPORTS.

The committee responsible for the arrangements in connection with the annual athletic sports of the Hongkong Schools have been unfortunate in their selection of dates for the meeting. Postponed from several weeks back on account of rainy weather it was decided to make a start with the various heats this afternoon, when the weather although much more favourable than that which prevailed at the time arranged for the former meeting was not ideal either from the point of view of the spectators or of the competitors. There is a lengthy programme to be got through, and it is to be hoped that on Monday when the finals and other events are to be brought off the sky will have cleared and a bright afternoon favour the fuctions. The officials of the meeting are as follows:—Patrons—His Excellency the Governor, Vice-Admiral Sir Gerard L. Noel, K.C.B., His Excellency Major-General Sir Villiers Hutton, C.B., Rear-Admiral Hon. A. Curzon-Howe, C.V.O., The Right Rev. Bishop Hoare, Rev. Father Maria, Pro-Vicar Apostolic, Sir H. Spencer Berkeley, K.C., The Hon. Mr. F. H. May, C.M.G., The Hon. Mr. E. H. Sharp, K.C., The Hon. Sir C. P. Chater, Kt., C.M.G., Dr. G. H. Bateson-Wright, Constellano A. G. Romano, Consul-General for Portugal and Mr. M. Noma, Consul for Japan. Clerks of the Course:—Messrs. R. E. O. Bird, A. O. Brawn and H. L. Garrett, Starters:—Messrs. T. K. Dealy, B. James, and H. Sykes. Judges:—Mr. B. Tanner, Rev. Bro. Stephen and Mr. W. H. Williams, Handicappers:—Messrs. J. Sykes and B. Tanner. Official Time-keeper:—Mr. W. E. Curwen, and Rev. Bro. Cyprian, Stewards:—Mr. T. Sercombe Smith, Mr. H. N. Mody, The Hon. Dr. Ho Kai, C.M.G., Rev. E. J. Barnett, Mr. W. D. Braidwood, Rev. Bro. Silvester, Mr. G. Piercy, The Hon. Mr. Wei-Yuk, Mr. F. J. Badeley and Mr. Ho Tung. General Committee:—Messrs. T. K. Dealy, R. E. O. Bird, A. O. Brawn, A. W. Grant, A. H. Crook, R. J. Birbeck, W. H. Williams, H. Sykes, B. Tanner, B. James, Rev. Bro. Stephen, Messrs. G. P. De Martin, H. L. Garrett, and W. E. Curwen. Working Committee:—Mr. T. K. Dealy, Rev. Bro. Stephen, Messrs. B. Tanner, H. James, R. E. O. Bird, A. O. Brawn, A. W. Grant, H. L. Garrett, P. L. Brown, A. Stewart, Ho Shai Fu, J. Ezra, F. Vidal, Yanguis, T. Loh, Glaisermann, Crolius, C. V. Curreen, M. Souza, and Cheung Kwok Wing. Hon. Treasurer:—Mr. A. W. Grant. Hon. Secretaries:—Messrs. R. J. Birbeck and G. P. De Martin.

DISCUSSING prospects of increased trade between Java and Australia, Captain Williams, of the steamer *Attila*, is of opinion that good business will soon be established. He states that the trade shows improvement on each trip, a good deal of tea now being grown in Java, and efforts are being made to establish a market for it in Australia.

### BALTICERS.

P. & O. POONA'S EXPERIENCE.

#### FLEET IN FIGHTING CONDITION.

When the *Pooná* arrived at Singapore and heard that the Baltic Fleet had just sailed there was great joy among the passengers. Of all things they hoped to be held up, so they followed in the track of the Russians. Somewhere near the island of Condore, which has become famous of late, they sighted the Baltic Fleet. When a representative of the *Hongkong Telegraph* went aboard of her in Hongkong harbour to-day, he found the officers and the doctor enjoying themselves hugely, because they had news up their respective sleeves. At length one of the officers to deigned to give some facts.

Shortly after daylight on the morning of the 11th inst., three vessels widening out towards the horizon were sighted. Coming a little nearer, it was found they were cruisers. The case of the *Malacca* came to their minds, but they went on at the usual speed of about 12 knots to 14 knots an hour.

It was evident they were warships and that they belonged to the Baltic Fleet. Whether they belonged to this type or to the other type troubled not a soul. A quick swerve on the part of the nearest rearguard scout brought the *Almaz* within speaking distance of the *Pooná*.

"Do you mean to say they are fast cruisers?"

"At the rate the *Almaz* came up to us I should say she was steaming 20 knots an hour."

"But what about the seaweed?"

"All nonsense. Of course the vessels are not painted as a man-of-war would be in times of peace, but to say that they are anything but in fighting condition would be to make a fool of our own boats."

The *Almaz* came up, circled round and asked:

"What is your name?"

"The *Pooná*, of Glasgow."

"And your cargo?"

"General."

"Where are you bound?"

"Hongkong and Shanghai."

The officer, who gave the information, was not quite sure whether it was Hongkong or Shanghai that was flagged.

"Then I wish you a pleasant voyage."

"Thanks," was the usual curt British answer.

The fleet had been sighted at 8.30, in the morning and the *Pooná* kept in close touch with them for eight hours, until 4.30.

"Scout to scout," said the officer of the *Pooná*, "would be about eight or ten miles."

All the ships were flying the blue pennant at the fore, and when the question was asked—"Where about was the flagship?" the answer was that it must have been one of the vessels on the right, because all the others took their orders from her. So that the flagship is the *Kniaz Suvoroff*, a battleship of 13,515 tons displacement.

It was a great time for the *Pooná* and her passengers. A few have photographs, but judging from the negatives we have seen they do not give an adequate idea of the strength of the Fleet. The formation of the Fleet was as follows.

Right—Battleships.

Inside—Four torpedo boats.

Centre—Two lines of merchant men, colliers and transports, with a hospital ship.

Outside—Four torpedo boats.

Left—Five Volunteer Squadron boats, and the cruiser *Oleg*.

Ahead were three scouts; two and a half miles separating one from the other. At the rear there were three other scouts—the *Dimriti Donkoi*, the *Aurora* and the *Almaz*.

According to the officers of the *Pooná* it is absolute folly to ridicule the character of the Baltic Fleet. The story about seaweeds might be all right so far as the colliers and the transports were concerned, but the Fleet itself was in first-class ocean-going condition. The scouts were fully two miles ahead of the Fleet, and the Fleet itself, which means the colliers, transports etc., was travelling at a uniform rate of 10 knots an hour. "From the point of view of an R. N. R. man, the Fleet of the Russians is a pretty hard nut to crack." That was the opinion of a clever officer on the *Pooná*.

When the *Pooná* sighted the Baltic Fleet the latter was moving E. N. E. That would take them straight to Hongkong. But at sunset the route was changed a little to the northward, so that in the opinion of the practical sailors the Fleet was making for the Paracels where it could coal. The Paracels have a bad name among seamen, for more boats have gone ashore there than on the Natunas. But at this time of the year there is no surf, and it would be quite easy to fill up the bunkers there.

"From a Royal Naval Reserve man's point of view, what do you think of the Baltic Fleet?"

"Tell you the truth, I think the Japanese have a tough job if they try to tackle it."

### D. I. MAIL SAILS THROUGH THEM.

On the 8th inst., Captain Herrington of the British India Mail Packet *Taru*, reported on arrival at Singapore:—

Passed Russian Fleet of 47 vessels off the One Fathom Bank at 1.30 p.m. on the 7th. They consisted of eight four-funnelled ships, hospital ships, colliers, torpedo-boats, and converted cruisers.

The fleet was a very fine sight and was discerned some time before noon. It was travelling about eleven knots, apparently, the rate of the colliers and slower vessels. As the *Taru* was coming along at fifteen she soon overhauled the war vessels, which she passed near enough to get some photographs.

If the fleet is coming through the harbour they should be signalled by about 11 a.m., but they may go down the Durian Straits and pass through the night, says the *Free Press* of 8th inst.

It has been no great secret in Singapore that for some time past there have been large shipments of biscuits, boots, and miscellaneous stores for Saigon. The *Tanglin* and the *Dogmar* have both left with cargoes containing provisions that might be used by the fleet, and it is reported that over two thousand tons of biscuits have gone. It is not believed that these provisions will be taken into Saigon, but that they will be transhipped into another steamer outside, which will await the fleet. The steamer *Liindoo* now at the wharf is loading coal 4,500 tons, which is said to be for the same destination, but this may be one of the rumours of which there are so many about.

It is not considered at all likely that the Fleet will put into this port, but that it will sail through the Durian Straits and so on to the next port of call. It may be noted that the Penang report was 27 vessels, while Capt Herrington reports 47. It is plainly not the whole of Rozhdevsky's Fleet which left Madagascar on March 16th, for an unknown destination. It may be that the *Malacca* Division is intended as a sort of blind while the rest of the more powerful ships have gone to the south and round Java. The Division coming down the Straits is said to be coming slowly, on the lookout for Japanese mines, which they doubtless suspect to be strewn through all the waters of the East.

At 12.45 on the 8th eighteen were in sight from the Signal Staff on Mount Faber, but it could not be told whether they were making for the Port or to pass to the southward through the Durian Straits.

1.05 p.m.

The Russian men-of-war are now off the Karimons, two hours steam off the western entrance to the harbour.

1.15 p.m.

Thirty-eight vessels are now in sight.—

The following appears in Manila papers under telegraphic information:—San Francisco, April 10.—Almost the entire Russian fleet is now headed, northeast from Singapore. The last of the vessels of the fleet passed Singapore late Saturday night. Togo's fleet is reported in the vicinity but the reports of the number of vessels he has are conflicting. Rumors of a battle have been received but they are not yet confirmed. It is generally believed that Rojdestvenski intends heading north of the Philippines unless intercepted in the South China sea. The Vladivostok squadron under Admiral Jessen, consisting of the cruisers *Rassiya* and *Gromozd* and about twenty torpedo boats, has sailed to join the Baltic squadron. It is stated in Paris that should the Baltic fleet be hopelessly defeated the engagement will end the war.

### THE EASTER HOLIDAYS.

Friday, the 21st, and Monday, the 24th of April, being public holidays under "The Holidays Ordinance, 1875," will be observed as Government holidays.

H. E. the Governor has been pleased to appoint Saturday, the 22nd of April, to be observed as a holiday throughout the Government departments, except the Police Magistrates' Department.

The Police Magistrates' department is excluded from the operation of the Ordinance on Monday, the 24th inst.

### THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 15th at 12.5 a. The barometer has risen over Japan, and is little changed elsewhere. A depression is moving away over the Pacific to the E. of N. Japan, and the highest pressure is lying over W. Japan.

Gradients continue slight over the China coast, and moderate E. to S. winds will probably prevail in the Formosa Channel and N. part of the China Sea.

Forecast:—SE. winds, moderate; showery, fog at times.

HERR F. O. Licht, of Magdeburg, in his monthly circular on the beet sugar trade, states that the production has decreased 775,000 tons. His estimate for the campaign is unchanged.

### SHIPPING AND MAILS.

#### MAILS DUE.

French (*Tonkin*) 17th inst.  
Indian (*Namsang*) 17th inst.  
French (*Dumlea*) 18th inst.  
American (*Montolia*) 20th inst.

The s.s. *Rubi* left Manila on 15th inst., at 10 a.m., and is due here on 17th inst., at 3 p.m.

The chartered s.s. *Langbank* from Hamburg left Singapore for this port on 14th inst., p.m., and may be expected here on 21st inst.

## TELEGRAMS.

[Reuters.]

## The Baltic Fleet.

LONDON, 13th April.

As the cruiser *Sulej* passed the Baltic fleet 550 miles N. E. of Singapore, the Dutch report of fighting at the Anambas is not credited.

## Great Britain and France.

In connection with the visit of the French fleet, the London Corporation will entertain the officers at The Guildhall on the 10th August. Arrangements are also being made for the sailors to march through the City.

The British Atlantic squadron will visit Brest early in July.

## QUEENSLAND AND HONGKONG.

COMMISSIONER COMES TO CAPTURE ORIENT TRADE.

Queensland is still pushing ahead, and if she doesn't capture the trade of the Orient the fleet will not live with her energetic representative, Mr. Frederic Jones, Commissioner for Trade. It is about a year since Mr. Jones was in Hongkong, but the effect of his previous visit is to be found in the greatly-increased import trade from Australia. He arrived to-day from Manila, and at once installed himself in the office of Messrs. Barrett & Co. who are now handling the greater portion of the Australian import trade into South China.

Interviewed by a representative of the *Hongkong Telegraph*, Mr. Jones proved to be as genial and obliging as ever, and quite as business-like.

## A DEAL IN MANILA.

"Just come from Manila? Yes, I left Brisbane on 20th February and arrived at Manila in time to deal with the question of the tenders for beef and mutton for the United States Army. When the tenders were first opened it was thought that the award would go to New South Wales. Cables to that effect were sent, and it was announced in the newspapers that New South Wales had got the contract.

"Representations were made to the Chief of the Commissariat Department on the subject of the quality of the meat that had been supplied by Queensland during the last twelve months. It was pointed out that the meat had been always up to standard, a fact which was given on the authority of the officers of the Army. We also said that we were prepared to send a direct line of steamers from Brisbane to Manila every six weeks, thus saving the cost of cold storage. We also advanced several other arguments. Eventually, after an anxious delay of seven days, General Corbin confirmed the recommendation of the Chief Commissary, with the result that the award was given to Queensland for £95,000, or nearly a million dollars.

## NEW STEAMSHIP LINE.

"That was not only good business, but it also paved the way for the starting of a direct line of steamers between Manila and Queensland, Brisbane being the terminal point. In my recommendations to the Government with respect to a subsidy for this line, I have suggested that the service should be a monthly one, and that the boats should come on to Hongkong, making Hongkong the terminal point at this end.

CHEAP AUSTRALIAN MEAT FOR HONGKONG. "As a matter of fact this is really paving the way to give the people of Hongkong the same low priced and high quality fresh meat as Manila enjoys. I might mention that since my visit to Manila twelve months ago I have succeeded in reducing the retail price of the best beef—prime cuts—to 25 cents, or sixpence.

"In addition, Queensland has secured a very firm hold in the Philippines for lumber, flour, coal and fruit and vegetables. My first shipments of fresh fruit, trial consignments, will reach the Philippines in about a month to-day. I refused to allow the fruit to be placed in the hands of any particular firm. Instead, I have arranged that the shipments shall be sold by auction, in small lots, so that there may be a large demand and the consumers may be reached direct.

## TRADE RAPIDLY INCREASING.

"The increased volume of trade to Hongkong of Queensland products since I was last in the Colony has been most gratifying. In leather alone the business has assumed big proportions, and the constant repeat orders is evidence that the Queensland material is suitable for this market. I have with me, and shall have ready for inspection during the early part of next week, samples of compressed fodder, lucerne hay—now compressed by a new method which compresses the hay into just half the bulk it previously had—oats, barley, bran, and other feed stuffs; hams and bacon, which are now finding their way into the London market with good results; canned meats, fruits, and flour, the quality of which is reported by the Australian Consul-General to Washington, to be of a very high grade.

"While talking about flour, I might say that owing to the energetic action of the Hon. D. Denham, Minister of Agriculture in Queensland, we are really doubling the area of country under wheat every year."

## A TIP TO THE GOVERNMENT.

Queried with regard to the imports into Hongkong from Australia, Mr. Jones gave vent to a growl. "There are no statistics to be got here. True there is no Customs because it is a free port; but in Singapore, where the same conditions prevail, the statistics are of very great commercial value, because they are full and accurate. I've spoken about this fault in Hongkong before, but it doesn't seem to produce much good. It is a great pity this matter does not receive the attention of the Government here."

Mr. Jones stated that he would be in Hongkong for a month and can be seen at Messrs. Barrett & Co.'s office in Queen's Road Central. Also the newspaper man was leaving, Mr. Jones shouted after him—"Don't you forget to say that Queensland is to capture the trade of the Orient."

## BRITISH OFFICER MISSING.

On the arrival of the West Iver steamer *Tai On*, in harbour yesterday, it was reported that the Chief Officer, Mr. J. Angus, was missing. It appears that he was last seen on board at 8 p.m. on Thursday, and that he then gave orders that he was to be called later if necessary. As he was going to bed down in his cabin, it was not necessary to call him during the night, and when the boy went to the cabin early yesterday morning it was found that he was not there nor had his bunk any appearance of having been slept in. A thorough search of the vessel was made on the occurrence being reported to the captain, but no trace of the missing man could be found. Just previous to retiring on Thursday night Mr. Angus stated to the Chief Engineer, that he did not see the use of living; an old man with a paralysed arm, what was the goal of life to him! From these facts it is deduced the supposition that the man, in a fit of temporary insanity jumped overboard. He left no letters to explain his disappearance. Mr. Angus, who was in the prime of life, was making his first voyage in the s.s. *Tai On*. Previously to that he was unemployed for eight months; and that, together with the fact of his having a paralysed arm, no doubt had been preying upon the poor man's mind.

## MASONIC.

ROYAL ARCH CHAPTER.

Last night, at the Masonic Hall, Zealand Street, the District Grand Royal Arch Chapter of Hongkong and South China installed the Principals Elect of Victoria Chapter, No. 535 for the ensuing year as follows:—Bro. Barker, M. E. Z.; Bro. Sykes, H.; Bro. Graham, J.; Bro. Purcell, Scribe E.; Bro. Crown, M. E. Z.; Bro. Kellon, P. S.; Bro. Townsend, First A. S.; Bro. Willock, Second A. S.; Bro. Winter, Treasurer; Bro. Thwaites, D. C.; Bro. Wilson, Steward, and J. Vanstone, Janitor. An informal "Smoker" wound up the evening's proceedings.

## SHIPPING JETSA.

The steamer *Tean* from Manila was delayed nine hours off Waglan by the fog.

The master of the s.s. *Africanthshire* reported having passed on April 3 at 10.45 p.m. a vessel floating keel upwards in Lat. 12 deg 52 min North and Long. 111 deg 41 min East. The derelict was twenty feet in length and projected two feet above the water.

The work on the s.s. *Kong Nam*, Messrs. E. C. Wilk's steamer, which was safely got off the rocks, on Ma Wan Island, and towed to the docks is progressing very speedily, and it is anticipated that within a week she will once again be performing her duty for her owners.

Arrangements were made for the China Navigation Company's steamer *Tsinan*, to proceed from Sydney to Noumea and enroute 120 Japanese coolies, who have just completed a term of service in the nickel mines of New Caledonia, and under the terms of the contract are now being returned to Japan. The *Tsinan*, after leaving Noumea, will proceed direct to Port Darwin, and thence to Hongkong and Japan.

The E. and A. Company's steamer *Empire* (Messrs. Gilh, Livingston & Co.) which arrived to-day from Australia, had a full complement of passengers, and the whole of her cargo space had been engaged. The cargo included 800 tons of wheat, 800 tons barley, 50 tons oats; 200 tons flour, 300 tons fodder, 50 tons copper, and 300 tons frozen produce. She also has a shipment of leather, and a quantity of milk, butter, etc.

## OSAKA SHOSHEN KAISHA.

PREPARING FOR EVENTUALITIES.

In Thursday's issue, we suggested that in view of the proximity of the Baltic Fleet to Hongkong, the Osaka Shoshen Kaisha might have to consider the advisability of bringing their vessels under the English flag in order that they might escape capture and destruction at the hands of the Russians. To a certain extent that forecast was not very far wide of the mark. When the war broke out the Osaka Shoshen Kaisha's fleet of steamers was sent to Japan to engage in purely Japanese business, either for purposes of the Government or in private trade. It was necessary, however, to maintain the trade which had been built up between Hongkong, Swatow, Amoy and Formosa, and accordingly five foreign-owned vessels—Norwegian and German—were engaged, and these boats have been regularly running on the Osaka Shoshen Kaisha's coast route. Now that the Baltic Fleet has appeared, however, it is possible that difficulties might arise should a Japanese-managed boat fall into the grasp of a Russian cruiser. The fact that Formosa is one of the points of call also led to the decision that arrangements should be made to meet any contingency. It has therefore been agreed that Messrs. Bradley & Co., Hongkong, will deal with all questions which may arise should the vessels under the control of the Osaka Shoshen Kaisha become involved. In other cases the vessels will be managed by the Japanese, Messrs. Bradley & Co. only appearing on the scene when questions of difficulty arise.

## CHINA BORNEO CO.'S SLIPWAY.

THE G.V.S. "PETREL" UNDERGOING REPAIRS.

The G.V.S. *Petrel* will be in commission again in a few weeks' time. She is now up on the new China Borneo slipway, undergoing a thorough overhauling. She luckily was not damaged below the waterline when she was driven ashore during the great storm of October 31st, but her mast was snapped and about forty feet of the port bulwark was smashed in, probably the result of a collision with one of the heavy timber lighters which were adrift on that eventful night.—*N. B. Herald*.

## NAVAL NOTES.

H.M.S. *Glory* has gone into dock at Kowloon.

It will be remembered that, some time ago, an accident (reported in these columns) occurred on board of H.M.S. *Vengeance* at Weihaiwei. One of the victims, who is being invalided from the Service with a smashed ankle and who also is taking passage home in his own ship, is to be helped by an assault-arms and variety entertainment given on his behalf at the Bijou Theatre here, on Saturday, and we hope it will be a success. The programme will be a good one and among those assisting are T. Armstrong, J. Halligan, W. Fox, and M. Lacey, all of *Vengeance*, together with some local talent. Professor Miller, hypnotist, will give a performance and lecture. Several of the local "influentials" have promised their support so there should be a record attendance.

## NEW JAPANESE BATTLESHIP.

TESTING HER "JACKET."

Possibly the details published in *Engineering* as to the strength of the armaments for the new Japanese battleship *Kankima*, now being constructed by Sir W. G. Armstrong, Whitworth & Co., Ltd., in England will be best appreciated by those familiar with engineering and technical terms; but the facts as given in the journal mentioned are striking as showing the strength of the modern war-ship. They are as follows:—

The plates were of the usual width and length, 8 ft. by 8 ft. (2.43 metres), and the weight was 360 lb. per square foot, or practically equal to a thickness of 9 in. (228 millimetres). For the purposes of trial the plate was backed with 2 ft. (61 centimetres) of oak, to the rear of which, again, was a steel plate, representing the ordinary skin of the ship. The attack was by a 9.2 in. gun, using Fifth projectiles, weighing 380 lb. (174.4 kilogrammes), which were supplied for the purpose by the British Government.

In the first round the striking velocity was 1,814 ft. per second, equal to striking energy of 8,868 foot-tons. This shot penetrated to the extent of one-third of the thickness of the plate, to 3.1 in. (78 millimetres), and there was extensive flaking of the surface above the point of impact. The back was bulged only to the extent of 1.9 in. The projectile was broken into at least 155 pieces, the largest weighing 35 lb. (16 kilogrammes). The fragments recovered represented 208 lb. (94.5 kilogrammes) out of a total of 380 lb. The second round was of slightly less power, the striking velocity being 1,793 ft. per second, equal to a striking energy of 8,475 foot-tons. This shot had much less effect on the plate, the maximum penetration being only 1.25 in. (32 millimetres), but the bulge at the back was 1.5 in. (38 millimetres). In this case the largest fragment of the shot remaining was only 28 lb. in weight (13 kilogrammes), and the aggregate weight of the fragments recovered was 173 lb. (79 kilogrammes).

At the conclusion of the first two rounds the representative of the Japanese Government formally accepted the plate, but it was decided to fire two further rounds in order to demonstrate its full resistance. The third round was fired with a striking velocity of 1,889 foot-seconds, equal to a striking energy of 9,400 foot-tons. This was a more severe attack than the first shot, and there was less flaking, but the penetration was exactly the same. The bulge at the back of the plate, however, was the same, being 1.9 in. (48 millimetres). The shot suffered severely, the largest fragment being 12 lb. (5.5 kilogrammes) while the aggregate weight of the pieces recovered was 173 lb. (78.5 kilogrammes).

In the case of the fourth shot a still higher velocity was developed, the striking velocity being 1,995 foot-seconds, giving a striking energy of 10,375 foot-tons. The point of the projectile became fused into the plate, and it was thus impossible to measure the penetration, but the bulge at the back was greater than in any of the other instances, being 2.5 in. (63 millimetres). The largest piece of the shot recovered was greater than in the other instances—namely, 39.5 lb. (18 kilogrammes). The pieces of the broken-up shot recovered weighed 183 lb. (83.5 kilogrammes). Slight irregular cracks developed after the firing of the fourth shot, from the centre of the damage caused by the first round, but an examination of the back of the plate shows that these cracks were more or less surface effects. At the rear, however, a separate crack was formed, but whether as the result of the more severe attack of the fourth round it is difficult to say; this seems probable, as the bulge at the back due to the fourth round was 2.5 in. (63 millimetres), which would involve very considerable strain on the rear of the plate, especially as the points of attack of the first and fourth rounds were close together. The result was certainly very satisfactory, as no through cracks were developed; the velocity of the last shot was exceptionally high, and in excess of the requirements of the British Admiralty. The trials were attended on behalf of the Japanese Government by Captain K. Iwanoto.

## FORTHCOMING LAND SALE.

Particulars and conditions of the letting by public auction sale, to be held on Monday, the 1st prox., of 10,000 square feet of Crown Land at Causeway Bay, have been published. The annual rent is \$104, and the upset price is \$5,000. Before the expiration of twenty-four calendar months the purchaser of the lot will have to expend on the property not less than \$10,000 in rateable improvements. He will also have to construct a storm water culvert along the south-east boundary of the lot, which is registered as Island Lot No. 1740.

## AIDS TO NAVIGATION.

LIGHTS IN CHINESE WATERS.

The thirty-third issue of the list of the light-houses, light-vessels, buoys, and beacons on the coast and rivers of China, with corrections up to the 1st December last, has now been published by the Imperial Maritime Customs and a copy sent for our acceptance. The work contains charts of the China coast, showing the position of lights and the limits of the customs districts, and eight others giving the position and kind of lights. From the summary of these artificial aids to navigation in Chinese waters, it is seen that the total of lights, light vessels, light-boats, buoys and beacons is now 349, including 102 lights, four light-vessels, 21 light-boats, 113 buoys, and 109 beacons, to which the approaches to, and harbour of, Shanghai contributes a total of 84, while Canton comes next with fifty. It is pointed out that no corrections to the list of lights at Hongkong or Weihaiwei have been received since 1903. The foreign lights staff comprises nine men on light-vessels, and 57 lightkeepers in light-houses, and these are assisted by a Chinese staff of 240.

## WAR OF FREIGHTS.

THE AUSTRALIAN TRADE.

COMPETING FOR THE EASTERN TRAFFIC.

Trade between Sydney, Manila, China, and Japan is a big thing, but a rather serious problem confronts shipping companies at present engaged in the trade. It is beginning to present features which indicate that the strongest only can survive.

Two British companies have the flag flying, but latterly the North German Lloyd has entered the list, and placed some up-to-date vessels on the berth. The Britishers are the E. and A. Company, with the steamers *Empire*, *Australia*, and *Eastern*, and the China Navigation Company, with four well-known vessels—the *Taiwan*, *Chingta*, *Changsha* and *Tsinan*. When the war between Russia and Japan comes to an end—or, possibly, before that time, there will be a fourth company, for the Nippon Yusen Kaisha, with its fine fleet, will resume running from Yokohama to Australia.

What will happen is hard to say. Times are not so flourishing as to allow the four companies to run profitably and with the advantages of peace in the east, it is not at all probable that Japanese expansion will provide trade for such big concerns. It costs a lot of money to run up-to-date passenger and cargo steamers, while shareholders naturally expect some return for their money.

The N.Y.K. will doubtless receive a subsidy from the Japanese Government, just as it did before the war, while the other companies will have to battle on with this handicap. The N.D.L. is a powerful company, and has not commenced running between Sydney and Japan for fun.

The China Navigation Company has an extensive fleet in Chinese waters, and the E. and A. Company has a trio of vessels capable of pleasing the most fastidious traveller.

The fight is to be one in which THREE FLAGS ARE ENGAGED, and the result will be worth watching. Australian legislation may or may not assist the Britishers; the feeling is, that it should, but will it?

Freight rates now are not high, and some particulars were supplied to an *Evening News* (Sydney) reporter, on 7th ult., which may surprise people. The reporter was told that rates from Japan to Australia were about 10s per ton, and this is said to be less than the rate received by interstate companies. It is cheaper, therefore, in these figures, to have goods brought from Japan to Australia than it is to send them from Sydney to Fremantle or Adelaide.

The gentleman who supplied the information is interested in the trade and knows the position exactly. He asks: "What are the foreigners looking for?" and then, in the same breath, says: "Surely the Australian Government is not going to encourage a flag other than the ensign of the British Mercantile Marine."

In the pioneering days, when the E. and A. Company was opening up a trade with the East, it was not an uncommon thing for vessels to come to Australia with the ashes from the furnaces "damped down" in the holds for ballast. This is not idle fiction, but a matter of history, and the question in view of the future prospects, is asked, "will history repeat itself?"

There are now reports about the building of new steamers for the trade. They are not being built, it is explained, because they are going to pay, but because it is a matter of necessity in order to hold the traffic against the intrusion of outsiders.

Another feature of the business is that freight rates between San Francisco and the Orient are low. "Frisco is also a powerful rival, and is making a bold bid for the Japanese trade. In the circumstances Australia should be awake to the position, and not allow the trade which offers with China and Japan to slip through her fingers.

The China Navigation Company's steamer *Taiwan*, now in port, called at Manila on the run to Sydney, being the first steamer for some time to call at the American port on the passage to Sydney from Hongkong. Steamers call there regularly on the voyage north from Sydney.

It is worthy of note, perhaps, that the steamers of the companies named, make different calls on the passage from Sydney. The E. and A. Company and the China Navigation according to announcement, visit Queensland ports, Thursday Island, and Port Darwin; but, in addition to this, the E. and A. steamers make a special feature of calling at Timor, the Portuguese possession en route.

The N.D.L. steamers, although they have dropped Singapore, have retained New Guinea in the timetable.

## To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

MONDAY,

the 17th April, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDAY

VALUABLE HOUSEHOLD FURNITURE,

Comprising:—SILK TAPESTRY DRAWING ROOM SUITE, TEAKWOOD EXTENSION DINING TABLE, AMERICAN HOLLAND TOP DESK, TEAKWOOD SIDEBOARDS with BEVELED GLASS, HATSTANDS, TEAKWOOD BOOK CASE with DESK attached, COPYING PRESS, MARBLE TOP WASH STANDS, TEAKWOOD OVERMANTEL with BEVELED GLASS, &c., &c., &c. Terms:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 15th April, 1905. [478]

NOTICE is hereby given that Mr. NG LI HING of the "GOH GUAN HIN" Hong, No. 208, Wing Lok Street, Victoria, Hongkong, Merchant, will not be Responsible for any Debts contracted by his Son NG KAI SUI, otherwise called NG CHAP NG, who is a minor of 17 years of age, and has no property whatever either in reversion or in expectancy. The Public are hereby warned against lending him money or contracting with him in any manner. Dated the 15th day of April, 1905. EWENS AND HARTSON, Solicitors for NG LI HING. [80]

WEISMANN, LTD. RECOMMEND THEIR HOT-CROSS BUNS, 60 CENTS PER DZ.

PLEASE send your Orders in time to secure prompt supply. H. WEISMANN, Manager. Hongkong, 15th April, 1905. [46]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on WEDNESDAY, the 19th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers. Hongkong, 15th April, 1905. [460]

HONGKONG GYMKHANA CLUB.

PROGRAMME OF THE FIRST MEETING to be held at the HAPPY VALLEY, ON

SATURDAY, 13th May, 1905, (weather permitting).

PROGRAMME:

1.—THREE-QUARTER MILE FLAT RACE.—For all China Ponies which have never won an official race and Griffins at date of entry. Weight for inches as per scale. Unplaced Ponies allowed 5 lbs. Hongkong Subscription Griffins of any season allowed 5 lbs. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Non-winning Jockeys allowed 5 lbs. Entrance fee \$3. 1st Prize: A Cup presented by Hon. W. J. Gresson, and Prize: \$25.

2.—HON. PONY SCURRY.—Open to all bona fide China Polo Ponies, to be passed as such by the Committee of the Club. Catch Weights. Distance 250 Yards. To be run off in three heats. Entrance fee \$3. 1st Prize: A Cup presented by A. Babington, Esq. 2nd Prize: \$15.

3.—GYMKHANA CLUB CHALLENGE CUP.—Value \$300. Distance one mile; for all China Ponies. Catch weights at 10 stone 6 lbs. Winners of an open race or open Griffin race 5 lbs. extra. Non-winning Subscription Griffins allwed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra. Non-winning Jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring most marks in the races for the Cup, counting four points for a first; two for a second; and one for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Second Prize: A Cup value \$100. Entrance fee \$5, to go in the purchase of a memento to the winners of each race.

4.—LADIES' NOMINATION.—"UNT SALLY" RACE.—Gentlemen to start mounted opposite Judge's box, where dolls will be placed in the bank. On a given signal they are to ride to a point indicated and there dismount, pick up a bundle of sticks and return to starting point, when they will hand the bundle to their respective nominators. The prize will be won by the lady who knocks down her doll in the least number of throws and in the shortest space of time. Entrance fee \$3. 1st and 2nd Prizes Presented by the Club.

5.—HURDLE RACE CHALLENGE CUP.—Value not less than \$250.—Distance about One Mile.—Catch Weights to stone 10 lbs. Winner of a jump race to carry 5 lbs. extra. Other conditions same as Gymkhana Club Challenge Cup, with the following exception: 4 Starters or no race. 2nd Prize value \$50. Entrance fee of \$5 to go in the purchase of a memento to the winners of each race.

6.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China Ponies. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Non-winning Jockeys allowed 5 lbs. Entrance fee \$5. 1st Prize: A Cup presented by Hon. Sir C. P. Chater, Kt., C.M.G. and Prize: \$25.

Entries close to the Honorary Secretary, Hongkong Gymkhana Club, on SATURDAY, the 6th May, at the Hongkong Club, at 7 P.M. Entrance fees must accompany Entry, otherwise Entry will not be accepted.

Entries in events Nos. 1, 3, 5 and 6 must state name, colour and height of pony, also racing colours.

C. G. MACKIE, Hon. Secretary. Hongkong, 15th April, 1905. [479]

## To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

"ONE SUMMER'S DAY," A Comedy in 3 Acts by H. V. ESMOND, An Extra Performance of

"ONE SUMMER'S DAY" will take place TO-NIGHT, (SATURDAY), 15th April, 1905.

Prices ... .. \$3, \$2 and \$1.

Sailors and Soldiers in uniform half-price to 1st Stalls and P.I.

Bookings Office at ROBINSON PIANO CO. ARTHUR CHAPMAN, Business Manager. Hongkong, 15th April, 1905. [468]

PUBLIC AUCTION.

THE Undersigned have received instructions from E. H. HINDS, Esq., to sell by PUBLIC AUCTION, ON

FRIDAY, the 28th April, 1905, at 2 P.M., within his residence, "Glenshiel" The Peak, THE WHOLE OF HIS VALUABLE

HOUSEHOLD FURNITURE, Comprising:—

TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with BEVELED GLASS, DINNER WAGGONS, CANTON CARVED BLACKWOOD CABINET, TEA TABLES, MARBLE TOP BLACKWOOD TABLE, STEEL ENGRAVINGS, JAPANESE SCREENS, DOUBLE and SINGLE BRASS MOUNTED BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE TOP WASHSTANDS and BUREAU with BEVELED GLASS, DOUBLE TEAKWOOD WARDROBES with GLASS, &c., &c., &c.

AND One COTTAGE PIANO, by M. F. Rachals & Co., Hamburg. One LADY'S and One GENT'S BICYCLES, One Eastman-Kodak CAMERA and a number of Scientific BOOKS, One IRON SAFE by Harris, Goodwin & Co., Birmingham and London; AND

A Large Assortment of PLANTS in Pots. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 15th April, 1905. [477]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex S.S. *Prinzess Alice*. Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent. Hongkong, 15th April, 1905. [2]

## Intimation.



THE POPULAR SCOTCH

IS "BLACK & WHITE"

## Shipping—Steamers.

## OCEAN STEAMSHIP CO., LD.

AND

## CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"TELEMACHUS"	16th April.
GLASGOW AND LIVERPOOL	"DIOMED"	21st April.
GLASGOW AND LIVERPOOL	"CALCHAS"	29th April.
GLASGOW AND LIVERPOOL	"MOYUNE"	1st May.
GLASGOW AND LIVERPOOL	"DEUCALION"	6th May.
GLASGOW AND LIVERPOOL	"KINTUCK"	6th May.
GLASGOW AND LIVERPOOL	"MENELAUS"	16th May.
GLASGOW AND LIVERPOOL	"NINGCHOW"	18th May.

S.S. "Telemachus" left Singapore at noon on the 11th instant, and may be expected to arrive here about the 16th, p.m.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April.
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE AND YOKOHAMA	"TELEMACHUS"	19th April.
	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 13th April, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"FEAN"	18th April.
NINGPO AND SHANGHAI	"TAIWAN"	18th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"TAIYUAN"	22nd "
CEBU	"TAMING"	24th "
ILOILO	"PROVIDENCE"	24th "
MANILA	"SUNGKIANG"	25th "
CHEFOO AND TIENTSIN	"KANGU"	25th "
KOBE	"TSINAN"	25th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

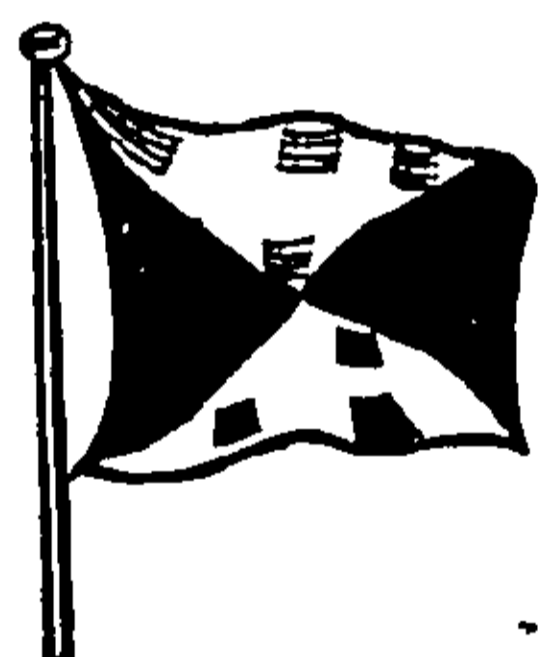
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 15th April, 1905.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	A. H. Notley	MANILA VIA AMOY	FRIDAY, 21st April, at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 15th April, 1905.



## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	15th May, 1905.
"NORDPOL"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 7th April, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	April 25th, 1905.
"ARABIA"	4,483	Bahle	May 11th, "
"ARAGONIA"	5,198	Schmidt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 26th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

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## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unvalued Table. Duly qualified Surgeon carried.

## BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ...\$4  
Meals ...\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED BAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI .....	FOOSHING†	MONDAY, 17th April, 4 P.M.
"....."	HANGSANG†	WEDNESDAY, 19th April, 4 P.M.
MANILA .....	LOONGSANG*	FRIDAY, 21st April, 4 P.M.
TIENTSIN .....	WOSANG .....	SATURDAY, 22nd April, 4 P.M.
SHANGHAI .....	HINSANG .....	SATURDAY, 22nd April, 4 P.M.
S'GAPORE, PENANG & CALCUTTA.	NAMSANG*	TUESDAY, 25th April, 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 15th April, 1905.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"DUMBEA,"

Captain — will be despatched for the above Ports, on or about MONDAY, the 17th instant.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 12th April, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.

Hongkong, 13th April, 1905.

## "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above on or about the 5th May, 1905.

For Freight, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 12th April, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 6th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 11th April, 1905.

## Shipping—Steamers.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905.	About
"LOWTHER CASTLE"	19th April, 1905.
"SAGAMI"	20th May, "
"HINDUSTAN"	6th June, "
"ERROLL"	following.

Fog, Freight and further information, apply to  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 11th April, 1905.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8:30 A.M. Departs from Macao on Week Days at 2:30 P.M. and on Sundays at 6:30 P.M.

FARES: Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Stewards, 10 cents.

TIFFIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

## Consignees.

NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 20th instant, at 9:30 A.M.

All Claims must reach us before the 25th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,  
Agents.

Hongkong, 13th April, 1905.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M., THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 17th instant, at 9:30 A.M.

All Claims must reach us before the 22nd instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,  
Agents.

Hongkong, 10th April, 1905.

## Consignees.

## BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 13th April, 1905.

## BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND  
MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 10th April, 1905.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO',  
LONDON AND STRAITS.

THE Steamship

"GLENLOCHY,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.  
Hongkong, 13th April, 1905.

## Intimations.

## FURNITURE WAREHOUSE.

LI KWONG LOONG,  
李廣隆

CABINET-MAKER AND ART DECORATOR,  
from Shanghai, has opened a  
FURNITURE STORE

at  
No. 45, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.  
ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

## HONGKONG METEOROLOGICAL SIGNALS.

## A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at:—  
Joint Cable Companies' Office.  
Ferry Company's Pier, Ice House Street.  
Blake Pier.  
Post Office.  
Harbour Office.  
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather forecasts, and information regarding the existence and movements of typhoons based thereon.

## SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

## THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIOG,  
Acting Director.

Hongkong, Observatory, 2nd January, 1904.

## Shipping.

Empire, Br. s.s., 4,405 P. T. Helms, 14th April, Sydney 24th Mar., Brisbane 24th, Townsville 27th, Cairns 28th, Port Darwin 2nd April, Timor 5th, and Manila 12th, Gen.—G. L. & Co.

Hongkong, Fr. s.s., 730 A. Suzoni, 14th April, Haiphong 11th April, and Hoihow 13th, Gen. and Sugar.—A. R. M.

Hallan, Fr. s.s., 377, L. Andersen, 14th April, Pakhoi and Hoihow 13th April, Gen.—A. R. M.

Saint Helena, Br. s.s., 2,707, McKee, 14th April, Cardiff 8th Feb., Coal.—Order.

Tolosa, Ger. s.s., 2,400, Ross, 14th April, Tientsin 8th April, Coal.—J. & Co.

Easty, Br. s.s., 1,941, Hassfield, 14th April, Rangoon 30th Mar., Rice.—Order.

Howick Hall, Br. s.s., 2,377, Harris, 14th April, Cardiff via Sabang 2nd Feb., Coal.—Order.

Newton Hall, Br. s.s., 2,675, A. C. Hustler, 14th April, Cardiff 7th Feb., Coal.—J. M. & Co.

Poon, Br. s.s., 4,787, C. R. Longden, 14th April, London 5th Mar., and Singapore 9th April, Gen.—P. & O. S. N. Co.

Lean, Br. s.s., 1,346, A. Somerville, 14th April, Manila 11th April, Gen.—B. & S.

Battersea Bridge, Br. s.s., 2,277, R. Chievers, April, Cardiff 29th Jan., Coal.—D. & Co., Ltd.

## Clearances at the Harbour Office.

Hongkong, for West River.  
Hua Verde, for Macao.

Hoihow, for Bangkok.  
Hoihow, for Shau-ou-ung.

Barro, for Mojito.  
Paul Beau, for Canton.

Barro, for Singapore.  
Barro, for Kobe.

San Cheong, for Canton.  
Karon, for Nagasaki.

Chiyeen, for Shanghai.  
Kwonglung, for Canton.

Hailan, for Swatow.  
Howick Hall, for Shanghai.

Shun Lee, for Kowloon.  
Ying King, for Canton.

Newton Hall, for Shanghai.  
Hailan, for Kowloon.

Chiyeen, for Shanghai.  
Chiyeen, for Shanghai.

Per Hongkong, from Haiphong, &c.—Messrs. Edmond, Jack and Batiste.

Per Poon, from London for Shanghai—Messrs. J. Coll, M. Smyth, W. R. Coleman, P. J. McCate, W. Hamill, C. Maguire, M. Holly, T. Kerrigan and J. J. Messitt.

Per Tean, from Manila—Messrs. H. E. Jones, M. E. Coleman, Dr. and Mrs. Dell and child, Messrs. J. J. Eaton, H. Hewitt, Morton C. Hela, Jas. W. Graham, Geo. E. Mercer, C. H. Volje, Edwin Kerr, Ernest Yomel, W. H. Wood, C. P. Trovian, L. Bullard, H. B. Dominick, Anastasio Quijano, Hilaria Sorides, A. R. Eastman, H. M. P. Eastman, Lady Lawson, Rev. J. H. France, Messrs. M. F. Fitzgerald, O. C. Lewis, Raymond, Dr. Howday, Frank J. George, Capt. W. H. Wilson, Mrs. Wilson and 2 children, Mrs. Clare, Mr. L. Bockelmann, 52 Chinese, and 27 Japanese.

Per Empire, from Australian Ports—Mr. and Mrs. J. H. Finlayson, Miss Finlayson, Mr. W. Firth, Mr. and Mrs. Buckley, S. F. Palmer, Capt. A. Darrien-Smith, Mr. and Mrs. C. Zeschmacker, Mr. and Mrs. W. Lovett, Miss Lovett, A. F. Craig, J. C. Barr, L. G. Johnson, F. H. Whitty, C. E. Rawlinson, Mr. and Mrs. W. King, Mr. and Mrs. J. W. Hill, A. Beattie, Mr. and Mrs. W. W. Hill, A. Williams, N. H. Griffiths, and A. J. Drexel, Miss A. Fawcett, Mr. and Mrs. N. Denahan, Mr. and Mrs. Crosby, Miss Crosby, Messrs. Jas. Cumming, G. E. Cole, F. Jones, J. A. Fleming, Mr. and Mrs. J. W. Gillespie, Miss Lyon, K. Morita, H. Tellerman, P. Kleemo, Kleemo, B. E. Schirmer, C. B. Camm, E. J. Melbush, C. J. Dashwood, M. A. Simon, Mr. and Mrs. Condon, Miss Condon, Miss Harrison, Viscount de Montelao, Capt. J. T. Santos e Silva, J. R. da Conceicao, J. E. P. da Trindade, Domingos de S. Barreto, P. J. A. da Silva Rozario, Mrs. D. M. Ade Montalao e Silva and 3 children, Mrs. D. S. Canavaro, Mrs. D. Moura, F. Beaupaire, Mr. and Mrs. H. Conway and child, Mr. and Mrs. J. C. Platt and 2 children, F. P. Madeira, A. Tarimba, F. P. Madeira, S. Lopes Netto, F. Antonio, Mrs. Marcello Jose Barba Covei, Maria dos Neves, Mr. Dang Chee Chong Chong, W. H. Chong, Mr. and Mrs. Pon Hin and 2 children, Philip Soong, Chas. Soong Long, 13 in the steamer and 126 Chinese.

## Passengers departed.

Per Shaumut, for Mojito, &c.—Messrs. H. A. Abe, M. Abe, J. Yagi, A. M. dos Santos, H. P. Hoskyn, Geo. K. H. Burton, Mr. Hall Wright, Messrs. H. Cameron, V. Kashiwagi, Mrs. and Miss Scott and child, Miss Lichtenberg, Mr. and Mrs. Marquardt, Lieuts. Presley and Bald, Major Main, Capt. and Mrs. Loundes, Misses Seacombe, Foley and Gilman, Capt. Marshall, Misses Clark and McGee, Mrs. Lack and infant, Mrs. Stewart, Lieut. and Mrs. Soule, Mr. and Mrs. Squire, Capt. Armstrong, Mr. Wolfe, Misses McClellan and Caulfield, Messrs. Linpon, Lorentzen, Leonhardt, Berzman, Perry, Fuller, Mr. and Mrs. Beattie and infant, Messrs. McQuard Sycip and Curston.

## Shipping Report.

Str. Saint Helena from Cardiff—Hurricane experienced in 24° S. 57° E.

Str. Empire from Australian Ports—Experiencing fine weather round the coast with from S.W. to E.W. winds, fine weather with smooth sea, light air and calm, the latter part being reached on 5th inst.; after leaving there various winds, with smooth seas, and fine weather were encountered till reaching the Philippine Islands, where a moderate N.W. breeze set in till the ship reached Manila on the 11th; leaving there on 12th, light N.W. winds were met with and a smooth sea, including fine weather across the China Sea to Hongkong.

## Hongkong &amp; Whampoa Dock Returns.

Alexander, at Kowloon Dock.  
H.M.S. Glyde, at Kowloon Dock.

Wo Sang, at Kowloon Dock.  
Kongnam, at Kowloon Dock.

Empress of India, at Kowloon Dock.  
Ithaka, at Kowloon Dock.

Kingshan, at Kowloon Dock.  
Erna, at Kowloon Dock.

Call Diaderichsen, at Kowloon Dock.

## Vessels in Port.

## Siam.

Catherine Apar, Br. s.s., 1,730, A. Stewart, 10th April, Calcutta 25th Mar., Penang 31st, and Singapore 4th April, Gen.—D. S. & Co., Ltd.

Derwent, Br. s.s., 1,639, Jenkins, 14th April, Penang (Java) 4th April, Sugar and Nuts.—Man Fat & Co.

Empress of India, Br. s.s., 3,032, O. P. Marshall, 14th April, Vancouver (B.C.) 20th Mar., and Shanghai 8th April, Mail and Gen.—C. P. R. Co.

Foo Shing, Br. s.s., 1,423, T. Arthur, 12th April, Samarang 3rd April, Sugar and Cotton.—J. M. & Co.

Glenak, Br. s.s., 2,081, J. Rafferty, 13th April, Karatu 7th April, Coal.—McG. Bro. & Co.

Glenloch, Br. s.s., 1,997, E. J. Stallard, 13th April, Singapore 7th April, Gen.—McG. Bro. & Co.

Haitan, Br. s.s., 1,135, J. S. Roach, 14th April, Fochow 11th April, Amoy 12th, and Swatow 13th, Gen.—D. L. & Co.

Lennox, Br. s.s., 2,351, F. McNair, 14th April, Karatu (Japan) 31st Mar., Coal.—D. & Co., Ltd.

Loonok, Br. s.s., 1,020, G. Schulten, 13th April, Bangkok 4th April, and Swatow 12th, Rice and Wood.—B. & S.

Pollux, Br. s.s., 770, C. Swenden, 13th April, Rajang 6th April, Timber.—Order.

Promise, Nor. s.s., 714, E. Thorntsen, 13th April, Bangkok 5th April, Rice.—Chinese.

Siberia, Am. s.s., 5,555, J. T. Smith, 10th April, San Francisco 3rd Mar., and Manila 8th April, Mail and Gen.—P. M. S. Co.

Singara, Ger. s.s., 1,754, P. Hermeling, 11th April, Bangkok 3rd April, Rice.—M. & Co.

Tartar, Br. s.s., 2,768, E. Beetham, R.M.R., 5th April, Vancouver 17th Mar., and Shanghai 2nd April, Gen.—C. P. R. Co.

Wongkoi, Ger. s.s., 1,115, W. Reher, 11th April, Bangkok 4th April, Rice.—B. & S.

Woiang, Br. s.s., 1,076, M. S. Malkin, 14th April, Canton 13th April, Gen.—J. M. & Co.

A. G. Ropes, Am. ship, 2,302, D. H. Riner, 16th Mar., Philadelphia 16th Oct., 1904, Case Oil.—S. O. Co.

Forest Hill, Br. ship, 1,991, P. A. Logan, 14th Jan., New York 17th Aug., 1904, Petroleum.—S. O. Co.

S. P. Hitchcock, Am. ship, 2,026, E. V. Gates, 22nd Mar., from New York, Oil and Wax.—S. O. Co.

West York, Br. ship, 720, W. J. L. Fota, 13th April, Newcastle 15th Jan., Coal.—E. A. T. Co.

Steamers Expected.

Vessel	From	Agents	Date
Barro	Singapore	N. Y. K.	April 16
Telemachus	Singapore	B. & S.	April 16
Ponkin	Japan	M. M.	April 17
Namsang	Singapore	J. M. & Co.	April 17
Dumbea	Singapore	M. M.	April 18
Nunantia	Portland	P. & A. Co.	April 18
Tijpana	Kobe	C. J. J. L.	April 18
Mongolia	Japan	P. M. Co.	April 19
Lyabank	Singapore	H. A. L.	April 21
Tydeus	Mol.	B. & S.	April 23
Claverburn	New York	S. P. T. Co.	April 25
Emp. of Japan	Vancouver	C. P. R. Co.	May 1
Arabia	Portland	P. & A. Co.	May 3

## Ships Passed The Canal.

Outward—25th March—Clavvurn, Dum-dia, 28th March—Dioned, Banta, Promethus, Sengambila, 1st April—Arcadia, Calcutta, Yunnan, 4th April—Alesia, Bannock, C. Fed. Laetia, Dmishgshire, Nippon, Room, Salama, Socotra, Agincourt, Monks, Wit. Transit, 7th April—Ernst Simon, Verona, 8th April—Barolong, St. Egbert, Indian Monarch, 11th April—Chas. Treath, Tiphon, Kintu, Athens, Wethan, Sglang, 15th April—Mamau, Ningchow, Palermo, Almeri, Sultan.

Homeward—28th March—Ajaz, Glenlogan, Rai Isa, 1st April—Caledonia, Ducaillon, Formosa, Prinsau, Alice, 11th April—St. Hugo, 15th April—Japan.

Arrivals at Hong—25th March—Himalaya, 28th March—Glaucus, 31st March—Java, 1st April—Gadit, Ambria, Croydon, China, Sachten, 4th April—Ajaz, 8th April—Ohaese, Caledonia, 11th April—Homemous, 15th April—Bannock.

Post Office.

Mail will close for:—

Macao—Per Wingchui, 16th April, 8 a.m.  
Canton—Per Tachan, 16th April, 9 a.m.  
Nantao—Per Tachan, 16th April, 9 a.m.  
Sanbu—Per Hot Fu, 16th April, 9 a.m.  
Swatow—Per Hailan, 16th April, 9 a.m.  
Singapore, Penang and Colombo—Per Barro, 16th April, 9 a.m.  
Quang-chow-wan—Per Hailan, 16th April, 9 a.m.

Kongmoon and Kumchuck—Per Hongkong, 16th April, 9 a.m.

Macao—Per Wingchui, 17th April, 7:30 a.m.  
Haiphong—Per Hongkong, 17th April, 9 a.m.  
Macao—Per Hongkong, 17th April, 1:15 p.m.  
Shanghai—Per Fooking, 17th April, 3 p.m.  
Kongmoon, Kumchuck, Shuhing and Takling—Per Linton, 17th April, 3 p.m.

Macao—Per Wingchui, 18th April, 7:30 a.m.  
Baigon—Per Linton, 18th April, 10 a.m.  
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Siberia, 18th April, 10:30 a.m.

Europe, &c., India, via Tulucon—Per Tatara, 18th April, 11 a.m.

Macao—Per Hongkong, 18th April, 1:15 p.m.  
Shanghai—Per Hongkong, 19th April, 3 p.m.  
Macao—Per Hongkong, 20th April, 2:15 p.m.  
Kongmoon, Kumchuck, Shuhing and Takling—Per Sanui, 20th April, 3 p.m.

Macao—Per Hongkong, 21st April, 12:15 a.m.  
Manila—Per Loongang, 21st April, 3 p.m.  
Amoy and Manila—Per Rubi, 21st April, 3 p.m.

Europe, &c., India, via Tulucon—Per Simla, 22nd April, 11 a.m.

Macao—Per Hongkong, 22nd April, 12:15 a.m.  
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Talyuan, 22nd April, 3 p.m.

Tientsin—Per Wosang, 22nd April, 3 p.m.  
Shanghai—Per Hwang, 22nd April, 3 p.m.  
Cebu—Per Tatum, 24th April, 3 p.m.  
Hilo—Per Providence, 24th April, 3 p.m.  
Singapore, Penang and Calcutta—Per Namang, 25th April, 2 p.m.

Hilo—Per Senghang, 25th April, 3 p.m.  
Kobe—Per Tatum, 25th April, 3 p.m.  
Chiofo and Tientsin—Per Kamm, 25th April, 3 p.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)—Per Tartar, 26th April, 11 a.m.

Frederich, Wilhelmshafen, Herberstshof, Matupi, Brisbane, Sydney and Melbourne—Per Prinz Wildemar, 2nd May, 10 a.m.

Europe, &c., India, via Tulucon—Per Armand, 2nd May, 11 a.m.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empir, 6th May, 11 a.m.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7:30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namao, Sanbu, Kongmoon, Kumchuck, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

TO-MORROW.

Sunday Next before Easter.  
St. Peter's Seamen's Church.  
Queen's Road, West.

Morning Prayer 11 a.m., Venite, Cooke, Te Deum, Laude, Jubilate, Hymns: 115, 116, 120 and 131.

Holy Communion 12:15 p.m.  
Evening Prayer, 6:30 p.m., Magnificat, Goss; Nunc Dimittis, Rombault; Hymns: 113, 260, 119 and 123.

The Church launch Dayspring will call on ship carrying white crews to bring friends ashore to the services between 9:15 and 10:30 a.m., and between 4:15 and 6 p.m. (Kowloon Police Pier, 10:30 and 6 p.m.); returning afterwards. The Answering Bannet is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10:45 a.m.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9:30 a.m. Benediction, 5:30 p.m.

German Bethesda Chapel, West Point—Morning Service, 11 a.m.

St. Francis Church, Wanchai—Mass (Chin.) 6 a.m., (Port.), 7:30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

Union Church—Services, 11 a.m., and 6 p.m.

St. John's Cathedral, Hongkong.

## VISITORS AT THE HOTELS.

## HONGKONG.

Aitken, Mrs. Jones, G.  
Baker, G. P. Karcher, O.  
Baker, Mrs. Karcher, Mrs. and Miss  
Benedict, C. S. Kempf, H. H.  
Bingham, Mr. & Mrs. Knowles, J. T.  
T. E. and child Lamont, W. A.  
Birbeck, R. J. Le Pan, Mr. and Mrs.  
Bissell, W. S. Lewis, A. R.  
Blaisy, D. K. L. H. E.  
Blackenden, Mr. and Mrs. Lindbergh, Capt.  
Boggan, Mr. and Mrs. Lombard, J.  
Boggan, Mr. and Mrs. Marriott, Dr. O.  
Bonner, E. A. Marston, Mr. A. Mrs.  
Bonnet, F. W.  
Borner, M. McAlan, T. P.  
Borner, G. Miller, P. L.  
Borwick, Mrs. R. W. Moon, Mr. & Mrs. E. M.  
Bowie, Mr. and Mrs. Moss, A. C.  
Broughall, L. Newington, A. G.  
Bray, Countess Countess Newman, G.  
Bray, Countess Countess Oliver, E. W.  
Bray, Countess Countess Oliver, Mr. and Mrs.  
Bray, Countess Countess G. S.

Bray, Countess Countess Parfitt, W.  
Bray, Countess Countess Parfitt, Mrs. J. A.  
Bray, Countess Countess Parfitt, Mrs. J. A.  
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Bray, Countess Countess Parfitt, Mrs. J. A.  
Bray, Countess

## Mails.

MESSAGERIES  
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "TONKIN."

Captain Charbonnel, will be despatched for  
MARSEILLES on TUESDAY, the 18th  
April, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. ARMAND BEHC ... 2nd May.

S.S. DUMDEA ... 16th May.

S.S. ERNEST SIMONS ... 30th May.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 6th April, 1905.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "SIMLA,"

Captain F.R. Summers, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 22nd  
April, at Noon, taking Passengers and  
Cargo for the above Ports in connection with  
the Company's S.S. *Maldavia*, 9,500 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will  
be conveyed from Bombay by the R.M.S. *Mace-  
donia*, due in London on the 4th June.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.

Hongkong, 8th April, 1905.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Tremont</i> .....	9,606	T. W. Garlick.	At April 25
<i>Lyra</i> .....	4,417	G. V. Williams	" May 15
<i>Shawmut</i> .....	9,606	E. V. Roberts	" "

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable  
steamer for Manila.

*Lyra* ..... 4,417 G. V. Williams At. May 3

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*  
are fitted with very superior accommodation for  
first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.  
Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 14th April, 1905.

## BOO CHEONG,

STATIONER AND PAPER MERCHANT,  
No. 20, Pottinger Street.

HAS always on hand all varieties of  
Stationery, Printing and Note Papers,  
Copying Presses, also Automatic Cyclostyle  
and Ellama Duplicator.

Hongkong, 23rd February, 1905.

## For Sale.

## FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR  
BOAT, handsomely finished, fitted with  
Cushions, Awning, &c. A brand new 3 Horse  
Power Motor never been used for more than  
test trials, everything in excellent condition,  
speed 9 miles.

Apply to—

ORIENTAL CONSTRUCTION CO.,  
Alexandra Buildings,  
Hongkong, 13th April, 1905.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.  
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 7th March, 1905.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.  
Hongkong, 10th January, 1905.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.

## EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.

40, QUEEN'S ROAD,  
Watson's Building.

51

## FOR SALE.

## INCANDESCENT

## GASOLINE

## LAMPS

OF ALL DESCRIPTIONS,  
from the best makers.

## INCANDESCENT

## MANTLES,

## CHIMNEYS,

## GLOBES,

## SHADES, &amp;c.,

for  
GASOLINE AND GAS  
L A M P S

at the most moderate  
prices.

Lamps fixed up for  
Buyers free of charge.

Naphtha of the best  
kind kept in stock.

## TAI KWONG CO.

56, Lyndhurst Terrace,  
Hongkong, 2nd May, 1904.

## TSANG FOO &amp; CO.,

COAL MERCHANTS AND STEVEDORES,  
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest  
notice, and with all possible despatch.  
Prices Moderate. Telephone No. 329.  
Hongkong, 1st October, 1904.

## To Let.

## TO LET.

A BUILDING at CAUSEWAY BAY, at  
present in occupation of the Steam  
Laundry Co., Ltd.

No. 1, RIPON TERRACE.  
FLATS in MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905.

## TO LET.

No. 1, STEWART TERRACE,  
THE PEAK.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904.

## Dentistry.

## THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D. D. S.,  
37, DES VŒUX ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904.

## TEIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & FORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation .....	80,000	\$125	\$125	{ £1,000,000 \$8,000,000 \$250,000 \$175,533 \$191,973 }	\$1,493,408	{ Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904 .....	14 1/2 %	{ \$780 sales London £80 }
National Bank of China, Limited.....	99,925	£7	£7	{ \$175,533 \$101,973 }	\$21,668	\$2 (London 3/6) for 1903 .....	5 1/2 %	\$37
MARINE INSURANCES.								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,400,000 \$1,739 }	\$150,494	\$17 for 1903 .....	6 1/2 %	\$285 buyers
China Traders' Insurance Company, Limited .....	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,166 \$371,445 }	Nil.	\$44 for year ended 30.4.1904 .....	7 1/2 %	\$58 sales
North China Insurance Company, Limited .....	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903 .....	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited .....	10,000	\$250	\$100	{ \$1,850,000 \$20,000 \$172,749 \$803,110 \$846,773 \$700,000 \$37,794 }	\$2,078,997	\$35 for 1903 .....	5 1/2 %	\$700
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	{ \$1,000,000 \$111,992 \$362,166 \$371,445 }	\$486,284	\$12 and \$3 special dividend for 1903 .....	9 1/2 %	\$155 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	{ \$1,000,000 \$111,992 \$362,166 \$371,445 }	\$329,047	\$6 dividend & \$1 bonus for 1903 .....	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,000,000 \$111,992 \$362,166 \$371,445 }	\$360,372	\$34 for 1903 .....	11 1/2 %	\$307 1/2
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	{ \$5,000 \$185,439 \$180,439 }	\$8,832	\$1 for 1904 .....	5 %	\$21 sales
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$5,000 \$185,439 \$180,439 }	Nil.	\$2 for year ended 30.6.1904 .....	5 1/2 %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	80,000	\$15	\$15	{ \$600,000 \$18,444 }	\$26,160	\$1 for second half-year 1904 .....	9 1/2 %	\$26 1/2 sales
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	{ £100,000 £10 }	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378.....	4 1/2 %	\$121 buyers
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 43,762	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904 ... Tls. 1 1/2 final making Tls. 3 1/2 for 1904 ... Interim of 1/- (Coupon No. 5) for 1904 ...	8 1/2 % 7 1/2 % 5 %	Tls. 53 1/2 sales Tls. 47 buyers 21/-
Do. (Preference) .....	100,000	£1	£1	{ £4,116 \$58,852 }	\$58,852	{ \$1.80 & b. 40 cts. \$2.00 & b. 20 cts. } for year ending 30.4.04	5 1/2 % 4 1/2 %	{ \$37 1/2 \$28 1/2 }
"Star" Ferry Company, Limited.....	{ 10,000 10,000 }	\$10 \$10	\$5 \$5	{ \$15,093 \$15,093 }	\$1,287	\$10 for 1904 .....	8 %	\$25 sales
Straits Steamship Company, Limited .....	5,000	\$100	\$100	{ \$1,000,000 \$111,992 \$362,166 \$371,445 }	\$21,231	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904 .....	10 1/2 %	Tls. 30 sellers
Taku Tug and Lighter Company, Limited .....	30,000	T.Tls. 50	T.Tls. 50	{ Tls. 276,679 Tls. 276,679 }	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904 ...	10 1/2 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	{ \$450,000 none }	\$42,812	Final of \$15 making \$20 for 1904 .....	9 %	\$220 sales
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	{ none none }	\$85,087	\$3 for 1897 .....	4 1/2 %	\$27 buyers
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04 .....	4 1/2 %	Tls. 55 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	{ £40,000 none }	£7,820	No. 3 of 1/6 .....	...	Tls. 7 1/2 sales
Oriental Consolidated Mining Company, Limited ...	50,000	G \$10	G \$10	{ none none }	G \$67,093	50 cents making G. \$1 for 1904 .....	5 1/2 %	G \$17 1/2 sales
Raub Australian Gold Mining Company, Limited {	{ 150,000 50,000 }	{ \$10 \$10 }	{ \$10 \$10 }	{ \$18,750 \$4,873 }	{ Dr. \$4,029 Dr. \$4,029 }	No. 12 of 1/-=48 cents .....	...	\$4 buyers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN								
DOCKS, WHARVES & GODOWNS.	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 ..	...	\$490
Geo. Fenwick & Co., Limited .....	6,000	\$25	\$25	{ \$70,000 \$58,473 }	\$8,577	\$3.75 for 1904 .....	10 1/2 %	\$35
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	40,000	\$50	\$50	{ \$10,000 \$300,000 \$250,000 }	\$29,422	Final of \$2 1/2 making \$5 for 1904 .....	4 1/2 %	\$107 sales
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	{ \$33,500 \$33,500 }	\$498,289	{ \$6 dividend and \$1 bonus for 2nd half- year 1904 \$10 div. & \$5 bonus for year end. 30/6/04 \$14 for 1903 \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 % 6 1/2 % 5 1/2 % 8 1/2 %	\$203 buyers \$250 buyers \$22 1/2 sellers \$30 buyers
Howarth Erskine, Limited .....	12,000	\$100	\$100	{ \$60,000 \$60,000 }	\$489	\$7 dividend .....	8 %	Tls. 156
New Amoy Dock Company, Limited .....	6,000	\$64	\$64	{ \$55,500 \$55,500 }	\$49,936	\$10 for and half year making \$26 for 1904 ..	7 1/2 %	\$50 buyers
Riley Hargreaves & Co., Limited .....	6,000	\$100	\$100	{ \$150,000 \$150,000 }	\$40,936	Tls. 18 for 1904 .....	9 1/2 %	Tls. 187 sales
Do. (Preference) .....	2,750	\$100	\$100	{ \$150,000 \$150,000 }	...	\$2 1/2 for year ended 30.6.1904 .....	8 %	\$31
S. C. Farnham, Boyd & Co., Limited .....	55,200	Tls. 100	Tls. 100	{ Tls. 900,000 Tls. 487,210 }	Tls. 48,153	Interim of Tls. 4 .....	6 %	Tls. 150 sellers
Shanghai and Hongkong Wharf Company .....	37,000	Tls. 100	Tls. 100	{ Tls. 59,880 Tls. 59,880 }	Tls. 10,711	\$5 for second half-year making \$10 for 1904 ..	7 1/2 %	\$140 buyers
Tanjong Pagar Dock Company, Limited .....	37,000	\$100	\$100	{ \$2,100,000 \$2,100,000 }	\$266,645	Final of \$6 making \$12 for 1904 .....	9 1/2 %	\$129 sellers
Yangtze Wharf and Godown Company, Limited .....	2,500	Tls. 100	Tls. 100	{ Tls. 17,500 Tls. 17,500 }	Tls. 2,762	Tls. 0.87 1/2 for the year ending 31.3.1904 ...	4 1/2 %	Tls. 21 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ none none }	\$9,089	90 cents for 1904 .....	7 1/2 %	\$12.40 buyers
Astor House Hotel, Limited (Tientsin) .....	2,000	T.Tls. 50	T.Tls. 50	{ Tls. 41,000 Tls. 41,000 }	Tls. 655	\$3 for 1904 .....	7 1/2 %	\$391 buyers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	{ \$100,000 \$10,000 }	\$3,554	{ Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904 Tls. 5 for 1904 Final of Tls. 4 making Tls. 7 for 1904 ...	7 1/2 % 10 % 5 1/2 %	Tls. 115 sales Tls. 47 Tls. 127 1/2
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	{ \$250,000 Tls. 13,986 }	\$37,875	None .....	...	Tls. 12 buyers
Hotel des Colonies Company, Limited (Shanghai) ..	9,000	Tls. 25	Tls. 25	{ Tls. 13,986 \$200,994 }	Tls. 680	Final of \$1.70 making \$3.20 for 1904 .....	5 1/2 %	\$55 sellers
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	{ \$50,000 \$50,000 }	\$11,958	Tls. 4 for year ended 31.10.1903 .....	10 %	Tls. 40 sellers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	{ none none }	\$377	50 cents for the year ending 31.7.04.....	3 %	\$16 1/2 buyers
Shanghai Land Investment Company, Limited .....	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000 }	Tls. 40,066	Interim of 3 % a/c 1898 .....	...	Tls. 38 1/2 sales
Tientsin Hotel des Colonies, Limited.....	1,400	Tls. 50	Tls. 50	{ none none }	Tls. 670	Interim of 4 % a/c 1898 on 6,000 shares ...	...	Tls. 40 sales
Tientsin Land Investment Company, Limited .....	7,726	Tls. 100	Tls. 100	{ Tls. 67,300 Tls. 67,300 }	Tls. 725	4 % for 1897 .....	...	Tls. 150
Wei-hai-wei Land and Building Company, Limited...	3,764	Tls. 25	Tls. 25	{ none none }	Tls. 5,150	Final of \$1.70 making \$3.20 for 1904 .....	5 1/2 %	\$55 sellers
West Point Building Company, Limited .....	12,500	\$50	\$50	{ none none }	\$1,247	None .....	...	Tls. 12 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd...	15,000	Tls. 50	Tls. 50	{ none none }	Tls. 11,655	Final of \$1.70 making \$3.20 for 1904 .....	5 1/2 %	\$55 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	{ none none }	\$27,862	Tls. 4 for year ended 31.10.1903 .....	10 %	Tls. 40 sellers
International Cotton Manufacturing Company, Ltd...	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,227 }	Tls. 13,629	50 cents for the year ending 31.7.04.....	3 %	\$16 1/2 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none none }	Tls. 10,000	Interim of 3 % a/c 1898 .....	...	Tls. 38 1/2 sales
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	{ Tls. 8,115 Tls. 8,115 }	Tls. 22,050	Interim of 4 % a/c 1898 on 6,000 shares ...	...	Tls. 40 sales
CIGARS AND TOBACCO COS.								
Alhambra, Limited .....	300	\$200	\$200	{ \$779 \$779 }	nil	4 % for 1897 .....	...	Tls. 150
Philippine Company, Limited .....	67,500	\$10	\$10	{ none none }	...	\$125 for year ending 30.6.1900 .....	...	\$100
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 \$25,000 }	Tls. 1,091	First year .....	...	\$91 sellers
MISCELLANEOUS.								
A. S. Watson & Co., Limited .....	90,000	\$10	\$10	{ \$25,000 \$25,000 }	\$2,883	\$125 for year ending 30.6.1900 .....	...	\$100
Anglo-German Brewing Company, Limited .....	4,000	\$100	\$100	{ none none }	...	First year .....	...	\$115 sales
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	{ none none }	£161	6d for share for 1903 .....	5 %	\$51
Campbell, Moore & Co., Limited.....	1,200	\$10	\$10	{ \$8,000 \$8,000 }	\$1,182	\$3 for 1904 .....	8 1/2 %	\$30
Central Stores, Limited .....	6,000	\$15	\$12	{ \$20,000 \$20,000 }	\$1,253	Interim of \$1.20 for 1904 .....	11 1/2 %	\$21 sellers
Do. (Founders) .....	123	\$15	\$12	{ \$20,000 \$20,000 }	\$1,253	None .....	...	\$100
Do. (New Issue) .....	24,000	\$15	\$12	{ none none }	Nil.	Preferential of 7 per cent for 1904.....	7 %	\$8 sales
China-Borneo Company, Limited .....	60,000	\$12	\$12	{ none none }	Nil.	60 cents for 1903 .....	4 1/2 %	\$14 1/2
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	{ Tls. 30,000 Tls. 30,000 }	Tls. 718	Tls. 5 for 1904 .....	7 1/2 %	Tls. 65
China Light and Power Company, Limited .....	30,000	\$10	\$10	{ none none }	\$3,739	None .....	...	\$10
China Provident Loan & Mortgage Company, Ltd...	100,000	\$10	\$10	{ \$8,000 \$8,000 }	\$1,581	80 cents for 1904 .....	9 1/2 %	\$12
Dairy Farm Company, Limited .....	25,000	\$1	\$1	{ none none }	...	\$1 1/2 for year ending 31.7.1903 .....	...	\$17 1/2 buyers
E. L. Mordon, Limited .....	7,000	Tls. 50	Tls. 50	{ none none }	Dr. Tls. 123,318	Tls. 5 for 1902 .....	...	Tls. 25 sales
Fraser and Neave, Limited .....	4,500	\$50	\$50	{ \$112,500 \$112,500 }	\$2,706	\$5 div. and \$2 1/2 bonus for 1903 .....	8 %	\$90 buyers
Green Island Cement Company, Limited .....	100,000	\$10	\$10	{ \$200,000 \$200,000 }	\$95,554	\$2 for 1904 .....	7 1/2 %	\$27 sales
Do. (New Issue) .....	50,000	\$10	\$5	{ \$25,000 \$25,000 }	\$95,554	First year .....	...	\$17 sales
Hall & Holtz, Limited .....	21,000	\$20	\$20	{ \$186,000 \$186,000 }	\$7,551	Final of \$1 1/2 making \$2 .....	11 %	\$43 ex div.
Hongkong & China Gas Company, Limited .....	7,000	£10	£10	{ £23,109 £23,109 }	£7,625	£1 div. and 2/- bonus for 1903 .....	7 1/2 %	\$160 buyers
Hongkong Electric Company, Limited .....	30,000	\$10	\$10	{ none none }	\$1,747	{ \$1.00 50 cents } for year ending 30.4.1904 .....	6 %	\$17 1/2 sales
Hongkong High-Level Tramways Company, Ltd.....	30,000	\$10	\$5	{ \$50,000 \$50,000 }	\$2,796	\$1 for year ending 30.11.1904 .....	5 %	\$11 buyers
Hongkong Ice Company, Limited .....	1,250	\$100	\$100	{ \$60,000 \$60,000 }	\$3,796	\$1 1/2 for year ending 30.11.1904 .....	7 1/2 %	\$200 buyers
Hongkong Rope Manufacturing Company, Ltd.....	5,000	\$25	\$25	{ \$60,000 \$60,000 }	\$5,356	Final of \$13 making \$17 for 1904 .....	7 %	\$245
Hongkong Steam Waterboat Company, Limited.....	10,000	\$50	\$50	{ \$60,000 \$60,000 }	\$11,137	\$10 for 1904 .....	7 %	\$145
Katz Brothers, Limited .....	15,000	\$10	\$10	{ \$5,500 \$5,500 }	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04.....	10 %	\$18 1/2 sellers
Lane, Crawford & Co., Limited (Shanghai) .....	10,000	\$100	\$100	{ \$475,000 \$475,000 }	\$3,400	\$8 for 1904 .....	6 %	\$135 buyers
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465 }	\$21,582	Interim of \$5 .....	8 %	\$135 buyers
Maynard and Company, Limited.....	3,400	\$10	\$10	{ none none }	Tls. 35,849	1st quarterly of Tls. 7 1/2 paid 15.3.05.....	12 1/2 %	Tls. 240
S. Moutrie & Company, Limited .....	4,000	\$50	\$50	{ \$6,000 \$6,000 }	\$832	\$2 for year ended 31.10.1904 .....	9 %	\$23 1/2
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ none none }	...	Final of \$3 making \$5 for the year ending 30.6.04 .....	9 %	\$55 sales
Shanghai Gas Company, Limited .....	16,000	Tls. 50	Tls. 50	{ Tls. 145,000 Tls. 68,179 }	Dr. \$5,537	None .....	...	\$50
Shanghai Horse Bazaar Company, Limited .....	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 45,000 }	Tls. 8,011	Final of Tls. 5 making Tls. 1 1/2 for 1904 ...	7 1/2 %	Tls. 112 sales
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 25,000 }	Tls. 10,247	Tls. 4 for 1903 .....	5 1/2 %	Tls. 88 sales
Shanghai Waterworks Company, Limited.....	7,400	£20	£20	{ Tls. 140,000 Tls. 140,000 }	Tls. 6,998	Final of Tls. 8 making Tls. 14 for 1904 ...	9 1/2 %	Tls. 155 sales
Singapore Dispensary, Limited .....	600	\$50	\$50	{ \$20,000 \$20,000 }	\$1,769	Final of 37/6 making 37/6 for 1904 .....	8 %	Tls. 410
South China Morning Post, Limited .....	6,000	\$25	\$25	{ none none }	Dr. \$390,020	\$6 1/2 for year ended 31.7.1904 .....	8 %	\$8 1/2
Steam Laundry Company, Limited .....	{ 5,000 10,000 }	{ \$5 \$5 }	{ \$5 \$5 }	{ none none }	\$3,644	None .....	...	\$23 sales
Straits Ice Company, Limited .....	2,000	\$100	\$100	{ \$25,000 \$25,000 }	\$700	60 cents for year ended 31.5.04.....	8 1/2 %	\$47 buyers
Straits Trading Company, Limited .....	250,000	\$10	\$10	{ \$750,000 \$750,000 }	\$84,813	\$10 for second half year 1904 .....	13 1/2 %	\$150 sales
Tientsin Native City Waterworks Company, Ltd.....	2,941	Tls. 100	Tls. 100	{ none none }	Tls. 2,025	\$1 div. and 35 cents bonus for half year ended 30.9.1904 .....	6 1/2 %	\$42 sales
Tientsin Waterworks Co mpany, Limited .....	2,000	Tls. 100	Tls. 100	{ Tls. 15,259 Tls. 15,259 }	Tls. 2,211	Tls. 2 for half year .....	...	T.Tls. 130
United Asbestos Oriental Agency, Limited .....	9,900	\$10	\$47	{ \$20,000 \$20,000 }	\$480	Final of Tls. 4 making Tls. 8 for 1903/4 ...	6 1/2 %	Tls. 170
Do. (Founders) .....	100	\$10	\$10	{ \$20,000 \$20,000 }	...	{ \$20.70 \$20.70 } for year ended 31.5.1904 .....	9 1/2 %	\$91 buyers
William Powell, Limited .....	12,000	\$10	\$10	{ \$3,000 \$3,000 }	\$588	Interim of 50 cents for year 1904/1905.....	10 1/2 %	\$11 1/2 buyers

# The Hongkong Telegraph.

## MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

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### NOTICE

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The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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#### BIRTHS.

On 3rd April, at 34, Range Road, Shanghai, the wife of WILLIAM YOUNG, of a son.

On the 7th April at Seremban, the wife of Mr. F. J. WELD, of a daughter.

#### MARRIAGE.

On the 3rd inst., at the Church of the Assumption, Penang, FREDERICK HENRIKER, eldest son of Frederick J. Baness, Esq., to FLORENCE A. LILBURN, youngest daughter of J. Lilburn Rosher, Esq.

#### DEATHS.

On 4th April, at 186, Chapoo Road, Shanghai, SHEIK RANJAHN HOSEN, aged 24; deeply regretted.

At the General Hospital, Singapore, on April 8th, JAMES NEWBORN of Doncaster, Chief Engineer of the E. E. Tel. Co.'s steamer, *Patrol*, aged 42.

On the 11th April, at 3, Granville Avenue, Kowloon, HENRIQUE LOURENÇO NORONHA, of bronchitis. Aged 63.

Straits papers please copy.

## The Hongkong Telegraph

MAIL SUPPLEMENT,  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, APRIL 15, 1905.

### CHINESE MEDICAL PRACTITIONERS.

(8th April.)

A curious complaint with reference to the practising of Chinese graduates in medicine is voiced by a writer in the *Malays Times*, Singapore. The letter, which is evidently written by a medical practitioner, or at least by one who is associated with the profession, raises the point that Chinese, who have been educated in the East and sent to England for instruction in medicine, should not be allowed to compete with those who have paid for their schooling and come to the East in order that they may give all and sundry the benefit of their knowledge. The writer says: "It should not be forgotten that most of the Chinese medical men who are practising the healing art according to western methods, are fully trained and the very reverse of unpractised. But those by whom they were trained, to whose learning and skill they owe their knowledge, never anticipated that their pupils would find their way to British Colonies to come into competition with those whose skill was obtained at enormous cost in the Universities and Colleges of Britain. They were trained free of cost to themselves in order that they might be enabled to meet the needs of their countrymen in the towns and villages of China. By coming here they have overstepped the boundaries of honour, and this proves they have forgotten or have never known that unwritten code which medical men hold dearer than life itself, and whose existence safeguards the public weal." The argument that a Chinaman who by his mental capacity, industry and perseverance has won a Government scholarship entitling him to free education in the universities at home, should be debarred from practising in the land where he was born and among his own people is utterly indefensible. Why he should be required to emigrate to the wilds of China when all his kith and kin are in the Straits, or it may be in Hongkong, could only be suggested by one who, finding himself in the lurch at home, has come to the East, only to find that his practice is as scarce as ever and his services rejected by the ignorant patients. If a man has had to pay for every jot and tittle of his university career, that only goes to prove that he has been either too lazy to work for a scholarship or not clever enough to win one. The Chinaman who has won his spurs in the East, and proved his ability in the West by taking his degrees, is infinitely the better man. If Singapore is over-manned with medical men, it only remains for the unemployed to go elsewhere, but why the clever Chinaman should be sent away does not appear at all clear. Of course, the letter may attract attention as the *obiter dicta* of some misanthropical medical man, but it is not likely to achieve the end desired by the author.

### A ROYAL BIRTHDAY.

King Christian IX., who keeps yet another birthday to-day, must be the doyen of monarchs on the active list, and the oldest living descendant of George II. Eighty-seven fairly eventful years have passed since he was born, on an 8th of April, at Gottorp, in Schleswig, with no particular prospect of ever filling a throne. Indeed, he never would, in the usual course of things, have filled one, had the views of his predecessor, Frederick VII., on the subject of matrimony been less peculiar. That monarch found it convenient to separate from both his wives, and there had to be the London Protocol of 1852, and a Danish Law of Succession of 1853, to settle the devolution of the Crown. That did not get upon King Christian's head till his daughter had been Princess of Wales for the best part of a year. Now, the father of the Queen-Consort of England is the best connected monarch of his day. His first son, the Royal Prince, married the Princess Royal of Sweden, and the son of that marriage, Prince Charles, is the son-in-law of King Edward, and has made two Royal grandfathers and a Royal great-grandfather. King Christian's second son is King George I. of Greece, and the husband of the Russian Grand-Duchess Olga. Queen Alexandra's next sister is the Dowager Empress of Russia, and their younger sister, the Princess Thyra, is Duchess of Cumberland. And their youngest brother, Prince Waldemar, is the husband of the Princess Marie of Orleans. Thus will it be seen that to-day a large circle of royal relatives will

congratulate the aged King on the attainment of his eighty-seventh birthday. For the last seven years the anniversary of his birth has been celebrated in a very restricted manner on account of his Majesty's health, but this year it looks as though there will be a return to a fuller and more public celebration. It is to be made the occasion of a great royal gathering at Copenhagen where Queen Alexandra, Princess Maude, Prince Charles, and the Crown Prince of Germany were among those expected to meet and from whom the aged King would receive first greetings of congratulation.

### SHIPPING PROSPECTS.

Our attention has been directed to some comments which appear in Messrs. Lamke and Rogge's Circular of this morning's date, animadverting on the subject of shipping prospects for the year as summarised in an interview we were courteously accorded the other day by Mr. E. C. Ray, the well-known ship-broker in the Colony. By the kindness of Messrs. Lamke and Rogge we are supplied forthrightly with a copy of their excellent review of the freight market for the preceding fortnight. By an arrangement which postpones the publication of the review until the day following its receipt we are unable to give in *extenso* the contents of the Circular in the present issue, but we think the courtesy will be conceded to us of reproducing to-day the two paragraphs dealing with our representative's summary which appeared in this journal on the 4th inst. The paragraphs in question are in the following terms:—

"Anent shipping prospects for the year, it may not be out of place to say—since a local paper recently in a lengthy paragraph entertained extremely pessimistic views on the subject—that, at this time of the year, it is absolutely impossible to form such a definite opinion on the future.

"Both Southern and Northern seasons have, as it were, only just opened and as matters stand just now, the future position of the freight market in a great measure depends upon further developments, as far as hostilities are concerned. But even should peace be declared at an earlier date than generally anticipated, it is not likely that, at least for a long time to come, it will mean a severe blow to shipping, as a great deal of tonnage will be required before things are set straight again. 'As a matter of fact, most of the big Japanese shipping concerns are still going on chartering, both here and in the North of the rates and not for short periods only. The six steamers chartered on 'time' basis, and embodied in to-day's list, are exclusively for Japanese account, and it is quite on the cards that more tonnage will be wanted ere long."

Few perhaps in the Colony entertain greater satisfaction than we do in the announcement that the possibilities of the shipping trade within the next few months of the year may be attended with results, if not wholly, at least about as gratifying as those of the year which brought in such handsome profits to shipowners and others interested in this branch of business in Hongkong. It is, therefore, with all the greater pleasure that we give prominence to Messrs. Lamke and Rogge's criticisms, to which, no doubt, great importance will be attached owing to the special position the firm enjoy of being able to gauge with sufficient accuracy the probable trend of shipping affairs in the immediate and more remote future. If the review had been more closely scrutinized however, it would have been discovered that the "extremely pessimistic views" attributed to this journal need, perhaps, to be qualified by the statement that the accuracy of the forecast would be verified except in certain contingencies which, happily, cannot be counted on with any degree of certainty. The opinion was expressed that, with the restoration of peace, there would be a plethora of foreign shipping ready and willing to accept cheap freights in these waters. The large amount of tonnage sent out by Norwegian owners, principally in order to meet the demand for steam coal by one or either of the belligerent Powers will provide a competing factor in the local trade. Nevertheless, we do not lose sight of the fact that these foreign boats are hardly up to the standard of local requirements, and we can almost positively assert that the vessels of the local companies, among which must principally be reckoned those of the Indo-China Steam Navigation Company, under the able management of Messrs. Jardine, Matheson & Company can, and undoubtedly will, hold their own against any foreign competition that may work its way into these parts from abroad. A specially gratifying feature of the report by Messrs. Lamke and Rogge, is the statement that two Indo-China boats have been able to establish what they call record figures, having settled in the aggregate 115,000 piculs at the rate of 30 cents per picul from Saigon to a Philippine port. Such quantities, on the authority of this firm of ship-brokers, have hardly ever been shipped before in one bottom. The vessels of the

Indo-China Company are specially adapted for the Far Eastern trade, a fact which is generally recognised, and in view of the enormous tonnage which the general managers of this line control, the future—whatever it may be—is sufficiently bright with promise to justify the belief that the steamers of the Indo-China Steam Navigation Company will be employed to the profitable advantage of their owners. The idea has been expressed, and it is very generally entertained, that the conclusion of the war may result in a set-back to the shipping trade, which earned such splendid returns for shipowners last year. From our point of view, however, the situation by no means warrants such a gloomy view, for the reason that a large increase in the trade with the northern ports may be considered a certainty whenever peace is concluded. Whatever tonnage Japan has hitherto engaged in consequence of her activity in the prosecution of the war may not be released for many months to come. They will be required for the transport of troops and military services generally from the Chinese mainland to Japan. And in corroboration of this view, we would remind readers that reports are being published every other day showing that Japanese firms are daily engaging additional tonnage to meet the requirements of the Government and of trade. Again, it has to be remembered that the latent resources of China and the immense possibilities for development in the northern regions following the restoration of peace, are factors which can hardly be over-estimated. We submit that we are not unduly optimistic when we assert that shipping will receive, if anything, a greater impetus as the result of the war and the opening up of the vast territory of Manchuria to the trade of the world at large. Under the "open-door" policy, which must necessarily form one of the most important questions in any treaty securing the terms of peace, that immense country, whose products and potentialities are even yet but vaguely realised, will be thrown open to trade generally, and a great proportion of the prosperity, which is bound to follow in the wake of the peace settlement, will naturally fall to the lot of the shipping in the Far East.

### THE BALTIC FLEET.

(10th April.)

The news which was received in Hongkong yesterday that the Russian Baltic squadron had passed Singapore came as an amazing surprise to the majority of people in the Far East. The vagaries which have characterised Roshjevsky's fleet since it left the shelter of home waters, the delays and dilatoriness at Madagascar, the repeated contradictions that the fleet had sailed, followed by the statement that it occupied its old position, hardly prepared the public mind for this sudden spasm of energy. The Baltic Fleet, however, has reached Singapore and the question now to be considered is—what will happen next? It is known that a flying Japanese squadron is somewhere near the Gulf of Siam, and the difficulties of the Russians are now about to begin. With a line of vessels extending over ten miles and proceeding at the low speed of eight knots an hour, the Baltic fleet is peculiarly liable to attack by a mobile squadron of fast cruisers; and according to a rumour which gained currency in Hongkong to-day a fight has already taken place. It was reported that the Russian consul at Hongkong had received a telegram to the effect that an engagement had been fought 80 miles to the eastward of Singapore in which the Russians had proved the victors. The rumour went further, and alleged that five Japanese warships had been sunk by the Russian fleet, but what truth there is in all these reports it is difficult to say. If Roshjevsky has really proved his calibre as a naval commander in the first engagement with the Japanese, the Tsar's choice will have been brilliantly justified; but there is always a suspicion in the mind that if there has been a fight the advantage has been not with the Russians but with the Japanese. However, time will tell; but in the meanwhile the Baltic fleet is slowly proceeding to the Farther East, and, from all accounts, an engagement in the very near future is inevitable. It has been suggested, and the probabilities are great, that Roshjevsky will divide his fleet at sea, that one half will go to Indo-China, while the remainder makes for Vladivostok via the Philippines. The result of such a move would be to permit the Russians to harass Japanese trade in these waters, while the rest of the fleet would account for matters in the north. French neutrality would not be greatly taxed—if the vessels only entered for coaling purposes—and, moreover, the French

have always had a partiality for their Russian allies; a fact which is not perhaps very surprising. Whether the other half of the fleet could succeed in evading the lynx-eyed Japanese cruisers is another question. Now that the Baltic fleet is here, events are bound to march rapidly, and it cannot be many days before we are able to realise the strength of Russia's forlorn hope.

### HONGKONG'S RIVAL.

An important step is being taken by the Government in Manila, with the object of fostering the shipping trade of that port. A committee has been appointed to investigate the harbour regulations and the restrictions which hamper American and foreign trade, and to promulgate a plan for their improvement. The real object of the committee is to rival Hongkong as a distributing centre, and already the good people of Manila see their port the hub of the Far East. Major-General Corbin, chairman of the Committee which is to accomplish this great work, candidly expresses the opinion that from its geographical situation, and with its new system of harbour works, Manila is the future trade centre of the Orient. Of course, Rome was not built in a day and Manila is not likely to compete successfully with Hongkong for some time to come; but the Americans are to make a bold bid for custom, and no expense will be spared to secure the end in view. The Committee, which has been appointed to investigate the harbour regulations, will also consider the question of lowering the port and harbour dues, so that Manila may become the distributing centre from Singapore to Manchuria. The greatest reliance is placed on the character of the new docks to attract shipping. It is pointed out that large steamers are unable to approach within fifteen or twenty miles of Shanghai; while at Hongkong and Singapore ships must lie out in the roads, on account of the lack of docking accommodation. By using the new docks, now under construction in Manila, vessels can load or unload with the same ease and facility as they can in New York or Liverpool. Major-General Corbin sees no reason why Manila should not be the terminal point for the big trans-Pacific liners. By a system of bonded warehouses, modifications of the port and harbour regulations, and an amendment of the harbour dues, Manila will leap at once into the front rank as one of the great ports in the world. This roseate dream, however, depends upon private enterprise, and it remains to be seen how far the people of Manila will respond to the call for increased energy. At any rate, Hongkong need not feel greatly alarmed for some years to come.

### BALTIC FLEET SCARES.

(11th April.)

A great deal of capital, founded on rumours which do not seem to have the slightest foundation, is being made out of the fact that the British Fleet now stationed at Hongkong has been taking in stores preparatory to a journey south. The idea, apparently held by some people, is that the fleet is to pursue the Russian squadron under Roshjevsky, or at any rate to keep a watch on the movements of the Baltic fleet. What it is expected the British fleet would do even if it did happen to meet the Baltic fleet it is difficult to guess. Great Britain is a neutral Power with practically no status in the present conflict. All she cares for is the strict observance of the neutrality laws, and there is no question about neutral conditions on the high seas. Even if the Baltic fleet made for Saigon that would not concern Great Britain. It would be a matter solely for Japan; and the Japanese, at the present stage of affairs, are not likely to tolerate any interference with their objects. The interesting portion of the argument, that the British Fleet is likely to be detailed for scouting work, appears in the effort to show that the movement of the fleet towards the south is all part of a deeply-laid scheme. It almost attributes to the Navy a prescience which the Navy would probably be the last to claim. It was only on Saturday last that the news was received that the Baltic fleet had passed Singapore. Before that time the whereabouts of the Baltic fleet was unknown. It might have vanished into thin air for all that people knew of it, yet whenever it appears at Singapore the inevitable naval expert comes forward to tell just exactly what the China squadron intends to do in the circumstances, and how it will be done. In support of their arguments, they show that the Fleet is under orders to proceed southward, presumably (according to them) to keep an eye on Roshjevsky and his men. Now a few facts will show how utterly unfounded these statements are. More,

they will show that the plans of the fleet—up to the present time, at any rate—have not been changed in any respect. On the 7th inst., before the presence of the Baltic fleet in these waters was at all certain, the *Hongkong Telegraph* published a couple of short paragraphs giving the movements of the British fleet at this port. "Ships of the British fleet have been busy during the past few days taking stores and ammunition aboard," we stated, "preparatory to putting to sea." In the same issue the *Telegraph* also stated that it was expected H.M.S. *Glory*, *Ocean*, *Sutley* and *Centurion* would leave the port on the 12th inst., for Mirs Bay, and that would be the temporary headquarters of the Fleet which in all probability would leave from there for the south." There was nothing very astonishing in that. The Fleet only intended to follow the usual practice of making a run south before the hot weather sets in. It has been doing that for years now, and nobody saw visions of naval cataclysms on the high seas when they did it before. But now we are told that the British Fleet is up to some little game which involves a meeting with the Baltic squadron. Why these quid nuncs did not drag in the Australian and Indian Fleets is probably because they forgot all about them. If they had only thought for a moment, they would have had a grand mobilisation at Singapore two days before the arrival of the Baltic Fleet. The argument for such a proceeding would have been quite as good as that for the present attempt at a scare. Every year the Admirals Commanding the China, Australian, and East Indian squadrons meet in Singapore to confer on naval matters. It is rather a pity for the omniscients that the conference was not due on Saturday last. The fact that the *Iphigenia* has gone to Singapore has been taken as another point by the alarmists. On the 6th inst., we published the following: "H.M.S. *Iphigenia* will leave for Singapore in a few days, and will relieve H.M.S. *Thetis* as its other officer ship." Yet, the visit of the *Iphigenia* to Singapore has been cited as an example of the Navy's determination to have a "look-see" at the Russians. The *Penguin* was due to leave Colombo for Singapore and Hongkong on the 7th inst., and doubtless she also was bound after the Baltic Fleet; but so far we have not heard that suggested, which is really remarkable. Of course, pilots from Hongkong and Shanghai have been engaged. That was bound to come. But considering that there is even now a paucity of pilots in Hongkong, it can only be surmised that these ex-shipmasters whose services, it is alleged, have been requisitioned by Roshjevsky, were the noble commanders of sampans and junks. But it all goes to show how easy it is to raise a scare, and how flimsy and visionary need the foundations be. The fact is, the British Fleet in these waters is pursuing—not the Russians—the even tenor of its way undisturbed by the whelping of the others. Let the Baltic Fleet come along, as it may, the fact will not affect us, unless the Russians start playing pranks with our shipping. After the lessons gained in the Red Sea, however, it is safe to say that there need be no fears on that score. There may be some who would like to see a "scrap" between the Japanese and the Russians within easy distance of Hongkong, but it is to be feared, they are not likely to be gratified. This much is certain, if there is any news to be told, we shall hear it in good time. Russia will be the last to hide any victory she may gain; and from past experience we are all well aware that the Japanese Government have a profound belief in the publicity of their side of the question. So that no matter how events go we shall not be kept in the dark.

### THE BALTIC FLEET.

(12th April.)

The Baltic Fleet has suffered so greatly in prestige from the North Sea incident, the dallying at Madagascar, and the apparent disinclination of the Admiral to risk an engagement in the Farther East, that many have been induced to scoff and ridicule the squadron. A Fleet, composed of nearly fifty vessels, adequately armed and fully provided with facilities for coaling at sea, is not, however, a subject for sarcasm. It has been argued that because the Japanese belong to an island kingdom they are necessarily born sailors, whereas the Russians, accustomed to the lot of landmen, have no love for the sea and no heart to fight in that element. But in these days when vessels are controlled by electric buttons, when seamanship on a cruiser includes mechanical ability, the difference between the seaman of to-day and his predecessor of Nelson's time is very marked. It was all right in the old days to demand seamanship

above all things from men-of-war's men. Many a fight depended upon the superior skill of one combatant in manoeuvring for position, just as yachts jockey for the start. But a modern warship, as a contemporary points out, is simply an immense machine, and the qualifications necessary for the successful commander are courage, tactical skill and ability to detect the enemy's strong and weak points. If the Baltic Fleet gained a decisive victory over a Japanese squadron, the end of the war would quickly be brought about. It is absolutely essential that the Japanese maintain a clear passage for her transports and commissariat requirements between Japan and Manchuria. A demoralised fleet, however, could not hope to do so, and it would then be for Japan to accept the best terms of peace offered by Russia. It must be remembered that the Japanese navy, up-to-date as it is, has suffered very considerably in the fighting of the past year. Material has deteriorated; the vessels have been worked to straining point; and it is probable that they are badly in need of repair. Every Britisher knows how the vessels of the British Navy are constantly being docked in order to have minor defects remedied. But Japan has not had the advantage of a breathing space for the overhauling of her vessels. On the other hand, the Russian vessels are the latest of their type; they represent the greatest effort Russia has ever made to obtain victory at sea and to justify her claim to be a naval Power. The Japanese alone among the peoples of the world have refrained from ridiculing the Baltic Fleet. They recognise the strength of the Fleet—for a squadron of fifty vessels cannot be despised—and have made preparations for the great event which should mean the extinction of Russia by sea or the discomfiture of Japan on land. In whatever way the result appears, it should lead to the end of the war, which, in the opinion of most thinkers, is the most desirable end that could be attained.

#### HARBOUR REGULATIONS.

Cases are continually being heard in the Marine Court of Hongkong in which Chinese seamen are charged with contravening the "rule of the road." It would seem, as a matter of fact, that what with recalcitrant foreign seamen, who want to enjoy the beauties of Hongkong for a somewhat longer period than their masters relish, and careless Chinese coastwmen, who will not abide by the harbour regulations, the time of Captain the Hon. L. A. W. Barnes-Lawrence, R.N., is fully occupied. With regard to the "rule of the road," however, the average layman would think that Chinese sailors were determined to get into trouble. In other ports, where there are regulations, it is seldom that prosecutions occur in which native masters are charged with infringing the harbour rules. If they do they fail to get that publicity which is accorded them in Hongkong. But there is a shrewd suspicion abroad that they do not, so that it is to the energy and efficiency of the water police force that a firm hand is kept on the numerous small craft which ply in the harbour. It has been said, with much apparent truth, that Hongkong possesses the best fleet of steam launches in the East. That being so, it behoves the authorities to prevent any contravention of the regulations, otherwise it would be impossible to conduct the affairs of the port with despatch and safety. Fortunately, in the water police, Hongkong seems to have an especially active body of men, the best evidence of that being the cases which regularly appear at the Marine Court. As a rule the defendants are not severely punished, their infractions of the law being but of minor importance, but it is well that they should be reminded of the conditions on which they were awarded certificates. More accidents have occurred through unskilful steersmen than from any other cause, and, if the slightest latitude were permitted, the harbour would speedily become a danger to the community, and a trip in a launch to Yaumati would be fraught with as much excitement as Jules Verne's trip to the moon. It is satisfactory, however, to know that there is no chance of such a condition of things prevailing under the present régime, and that the harbour of Hongkong is likely to remain as safe for travellers as Queen's Road on a sunny day.

#### WIRELESS TELEGRAPHY IN HONGKONG.

(13th April.)

The value of wireless telegraphy for signalling and commercial purposes has been recognised for a considerable time now, but it is only lately that the matter has assumed importance in this part of the world. In a recent issue we were enabled through the energy of our naval correspondent to state that the Admiralty authorities had decided to erect a wireless telegraphic station at Cape d'Aguilar, so that warships at Mirs Bay should be in constant communication with Hongkong. That exclusive information opens out a vast field for speculation. In China several wireless telegraphic stations have already been erected, and the focus

achieved by the Times representative during the early part of the bombardment of Port Arthur in transmitting news across distances varying between 75 and 150 miles, according to the state of the weather, show the possibilities of the latest medium of communication. When even the Chinese Government commission an Italian lieutenant to bring out the Marconi apparatus for four men-of-war and for three land stations, it must be evident that the thorough practicability of the system is completely established. But what we are concerned with, is the interest which Hongkong, and particularly the shipping interests of the Colony, must have in the local installation at Cape d'Aguilar. At present there is no means of signalling the arrival of vessels from the east until they have passed through the Lyeemoon Pass, and then they are almost at anchor. From the west, vessels are signalled from the Gap Rock, which gives three hours' warning of their approach, sufficient for business men to make arrangements to deal with the vessel on her arrival. Now that it is proposed to establish a wireless telegraphic station at Cape d'Aguilar, we would suggest that the present inconvenience of being unable to learn of a vessel's approach from the north or east might be done away with once for all. It is true the station at Cape d'Aguilar is being erected by the Admiralty officials for their own purposes, but it is hardly likely it will always be engaged in transmitting official messages from Mirs Bay to the headquarters in Hongkong. In the intervals, it should be possible for the station to act the part of advance agent, announcing in the city the sighting of any particular vessel long before it appears at the western entrance to the harbour. In the case of mail-boats particularly, the convenience of such an arrangement cannot be over-estimated. Most of the Atlantic mail-boats have wireless telegraphic installations and there is not the slightest doubt that if wireless telegraphic stations started up on the regular route, the Pacific mail-boats would also adopt the system. It must be frequently galling to a merchant to learn that a vessel from the north or from America has arrived with mails for Hongkong, half an hour after he has left his office. But under existing conditions that, no doubt, occasionally happens. If the Admiralty consented to become intermediaries in heralding the coming of vessels, they would be conferring a boon on the commercial community. In fact, they would be fulfilling in a way the prime reason of their existence—the protection of British interests, which in this case means the interests of Hongkong, and the advance of commerce by sea. But it all remains with the Admiralty whether this will be done or not. As a rule the officials of the Admiralty in Hongkong have proved, in the past, exceedingly willing to grant any request which had for its ultimate object the furtherance of shipping or commercial interests. With the establishment of a wireless telegraphic station at Cape d'Aguilar they will be in a position to increase the obligations due to them by the commercial community, without disturbing their own arrangements in any way. It only remains for a deputation of representative business men to approach the chief of the Admiralty in Hongkong in order to gain the desired end.

#### MOTOR-OMNIBUSES.

(14th April.)

From the tone of an inquiry submitted to the Shanghai Municipal Council, it would seem probable that Shanghai will have a service of motor-omnibuses in the very near future. The parties making the inquiry desired to know whether there would be any objection to their running a service of motor-omnibuses from the Bund to certain streets which were shown on a chart. The answer of the Council was entirely favourable to the scheme. They stated that they were prepared "to license motor-omnibuses to ply for hire in the Settlement without restriction as to routes, provided that the size, weight, etc., of the vehicles in question were such as to present no inconvenience to the general traffic of the public streets." Some reference was made to the fact that the present license fee for motor cars was \$6 a quarter, but that was intended to cover private vehicles, and in the event of a permanent service of motor-omnibuses being established, the question of increasing the fee would have to be considered. Now that motor-cars and omnibuses are in vogue all over the western world; it is high time for the East to see the inauguration of such a service. Shanghai is admirably situated as an experimental centre, although Singapore might justly claim that her long, straight, level roads would make a capital home for the motor-omnibus. At present in these two cities there are many private motor-cars running, and Hongkong must envy the pleasures of residents of these places which we cannot emulate. It may be a distinction and a delight to be perched upon a rock commanding the China Sea, but when it comes to matters of pleasure such as motoring and equestrianism one is sometimes apt to have a faint wish that there were one or two fewer mountains and a vast increase in level roads. It is very doubtful

if the motor-omnibus will ever be seen in Hongkong, for the simple reason that there are no roads—even on the level—where it could run safely. But, after all, we have the consolation that the ricksha, however rickety it may be, and the electric cars are always with us, and what more should man desire?

#### AN OPTIMISTIC SHIPPING ARTICLE.

The summary, which appeared in yesterday's issue, of an article by Mr. K. Uchida, Director of the Shipping Bureau in the Department of Communications in Japan, on the development of Japan's maritime trade, will appeal to all who have been contemplating the prospects of shipping when the war is concluded. It is certainly of vital interest to Hongkong, for here as well as in Shanghai, the possibility of a plethora of tonnage being thrown on the market has aroused the gravest consideration. From the statement given by Mr. Uchida, however, it would seem that little fear need be entertained on that point; for, if the author's deductions are correct, Japan will be in a position to absorb all the extra tonnage which was added to her mercantile navy in consequence of the war. It was the Japan-China war which first made it clearly evident to the Japanese that a large merchant service was essential to the well-being of the nation, and in order to foster the maritime trade, subsidies were granted to those companies operating Japanese steamers which, in time of war, could be utilised as auxiliaries or transports. The wisdom of this policy was evidenced when the war with Russia broke out. The Government was able at a moment's call to secure the steamers of the large Japanese shipping companies, and commence transport arrangements without delay. The Japanese companies, however, were not content to sit calmly on a bench and watch operations. They recognised that the trade they had built up was in serious danger of being irreparably injured and their prestige lowered, if they entirely withdrew from the field. They therefore proceeded to charter foreign-owned vessels to replace on all the lines—except the European and Australian—those vessels which had been taken off. Where a charter was not desired they acquired the vessels outright, with the result that during the last year there has been an immense increase in the tonnage of vessels belonging to Japan, estimated at something like 50 per cent. The question which has agitated the shipping interests in Hongkong has been the difficulty of dealing with the situation should all these extra vessels be thrown on the market looking for freights at any price. An entirely satisfactory answer is given by Mr. Uchida. At the close of the war, there will be a determined effort made to develop Japan's maritime trade abroad. They will not confine their attention to North China, which, nevertheless, must prove a source of great profit to shipowners when the restraint to which the enterprise of the people in Manchuria have been subjected, is relaxed; but they will seek fresh fields and pastures new, in French China, South America, Mexico, the Philippines, Java, etc. In this connection, it may be remembered that after the outbreak of war, Japan appointed two trade Commissioners to visit trans-Pacific trade and also the promising Republic of Mexico. The result of the Commissioners' investigations has been most encouraging and no doubt has formed the basis of Mr. Uchida's expectations regarding the development of Japanese trade in that direction. We see hopeful signs for Hongkong's coastal trade in Mr. Uchida's admonition to Japanese shipowners, not to confine their attention to the coastwise trade. For such a concentration would only bring about a clashing of interests which would result in no good whatever to any of those who are at present engaged in the trade. Past reports of the Douglas Steamship Company were by no means encouraging, hinting that for some time to come there would be no great development in the trade of the coast ports. Mr. Uchida, however, bears out our views with regard to the further development of the maritime trade principally in North China, and there can be no doubt that it is capable of very great expansion when the war is brought to an end. What the trans-Pacific trade is capable of, must be left to the future, for no approximate estimate can yet be formed. But that such a trade could be fostered and considerably enlarged it does not require much foresight to recognise. With the reorganisation of its financial system and the betterment of its administrative departments, Mexico is likely to prove an extremely profitable source of revenue for shipping. At present it is rising from the ashes, and its future prosperity is just discernible, but those who are first on the field, ready to enter at the probationary period, are bound to reap the reward of their enterprise. Mr. Uchida's cogent article makes good reading to those interested in Hongkong's shipping, and should do much to dispel the vague fears and doubts which have lately arisen as to the prospects of Hongkong shipping.

#### TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

RAILWAYS IN CHINA.

GERMANY PRESSING FOR ANOTHER CONSESSION.

THE TIENTSIN-CHINKIANG LINE.

[From Our Own Correspondent.]

Shanghai, April 12th, 4.10 p.m.

The German Minister has held long interviews at Peking with Prince Ching and His Excellency Wu Ting Fung, in connection with the proposed German section of the railway from Tientsin to Chinkiang.

Baron Munin von Schwarzenstein declares that his compatriots are willing to commence operations immediately. The Russian Minister is supporting the action of his German colleague.

The Chinese Board decline to sign the agreement pressed for by Germany unless the parties concerned can establish sufficient proof that a commencement with the laying down of the line will be made forthwith.

The Chinese Ministers point out that many foreign syndicates have obtained concessions from the Chinese Government for the building of railways which they have so far made no real attempt to commence.

The German Minister complains that Sir Ernest Satow is supporting the Chinese Government; but Great Britain's representative asserts that the British alone have the right to build the railroad.

[It is not quite clear from the telegram as transmitted whether the Russian Minister is supporting the German representative in the matter, or that the former is giving his countenance to the Board.—E.A., H.K.T.]

#### THE CHINA-BURNING CO., LTD.

ANNUAL MEETING.

Mr. A. G. Wood presided at the second ordinary yearly meeting of shareholders in the China-Burning Co., Ltd., held at noon to-day at the offices of the Company, St. George's Building. There were also present Hon. Sir C. Paul Chater, Messrs. E. Osborne, J. Wheeler (Consulting Committee), W. Parlane, J. W. G. Dwyer, T. Arnold, W. H. Wickham, L. E. Ozo, O. Baptista, and A. H. M. da Silva.

The notice convening the meeting having been read, the Chairman said—Gentlemen, the report and accounts have now been in your hands for some time and I presume that you have no objection to their being taken as read. The company's operations during the period under review show a fairly satisfactory result, but not quite so satisfactory as was anticipated. The storm that passed over B. N. Borneo on October 31st did a great deal of damage in the jungle and threw everything back considerably. January, February, November and December were very unusually wet months and these circumstances combined have made the output of timber smaller and the relative cost higher than it would otherwise have been. You will have noticed from the accounts that over 70,000 have been spent during the year 1904 in developing and additions to the Company's various properties in Borneo, and this sum has for the most part been unproductive during the period under review, but as all this work was practically completed in the early part of the current year we hope that it will now contribute to the company's earnings. We have recommended that the sum (\$61,723.45) available for appropriation be dealt with as follows:—to pay a dividend of \$1.00 per share, absorbing \$45,000; to write off launches and lighters, \$10,000; to write off plant \$2,400; to write off timber concessions \$2,723.45; total \$61,723.45, and we hope you will approve this. The various properties have been well kept up and all are in good order. The company's business during the current year has, so far, shown satisfactory results. Before proposing the adoption of the report and accounts now before you I shall be glad to answer any questions you may wish to ask.

There being no questions the Chairman moved that the report and accounts as presented be adopted and passed.

Mr. T. Arnold seconded, and the motion was carried.

Mr. W. Parlane proposed the re-election of Mr. A. G. Wood as a member of the Consulting Committee.

Mr. Bonnar seconded. Carried. On the proposition of Mr. W. H. Wickham, seconded by Mr. T. Arnold, Mr. W. Hutton Potts was re-elected auditor.

The Chairman thanked shareholders for their attendance, and announced that dividend warrants would be ready on Monday, and could be had on application at the company's offices.

#### CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

#### THE V. R. C. SPORTS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR—With reference to the V. R. C. sports on Saturday, a very curious remark was passed by one of the members of the above Club, when the names of the children were being taken in the girls' race. It was stated that two-thirds of the children were ineligible to compete, because the race was meant for the children of members. Only Mr. Mitchell was approached and said that there was no definition in the programme as to who were or were not entitled to run. If the V. R. C. is going to confine the race to members' children only, why not specify in the programme and advertisement, so that there may be no misunderstanding on the subject.—I am, etc., PRO BONO PUBLICO.

#### BALTIC FLEET SIGHTED.

SQUADRON OF 42 VESSELS.

HEADING APPARENTLY FOR VLADIVOSTOK.

13th inst.

We learn, on excellent authority, that the Baltic Fleet, consisting of 42 vessels, was sighted on the morning of the 11th inst., in 8 degrees 10 minutes North latitude, 103 degrees 32 minutes East longitude. The Fleet was steaming in a north-easterly direction. The information, it may be stated, was received through the office of the Commodore at Hongkong, who received it from the commander of the *Iphigenia*.

The importance of this information, which may be implicitly accepted, is found in the fact that all the rumours about the Fleet going to Saigon are practically proved to be worthless. In the position described, the Fleet would be about 100 miles to the south of Saigon, just off the island of Condore, and the direction in which it was steaming would carry it beyond the direct track to Saigon. That being so, the Fleet should be somewhere in the neighbourhood of Hongkong at the present moment. Taking it for granted that the object of Admiral Rodjstevsky is to reach Vladivostok with his entire squadron, the natural route to adopt would take the Fleet to the eastward of Hongkong, through the Liu-kin Islands—thereby escaping the dangers of the Formosa Channel—to the Korean Straits. If the Fleet succeeded in evading the enemy there, then it would have a straight run to Vladivostok, which should be reached in a couple of days at the outside.

This information confirms the views expressed by a marine insurance manager, in Hongkong, in our columns the other day, that no attempt would be made to stop at Saigon, that every effort would be made to enter Vladivostok, where the fleet would have everything in its favour. It is a curious fact that not one of the trading vessels which have lately arrived at Hongkong from the south or from Siam, has seen the slightest sign of the Baltic Fleet. Of course, most of them had no idea that the Baltic Fleet was sojourning in these waters. Nevertheless, it might have been thought they would have had a glimpse of a Fleet extending over an area of ten miles, presumably in the track of shipping generally.

JAPANESE CRUISERS SIGHTED OFF SWATOW. The Captain of the *Loosah*, which arrived at Hongkong to-day, states that when entering Swatow on the 10th inst. he descried two Japanese cruisers steaming at full speed in a southerly direction. He estimated the speed at fully 20 knots an hour.

As stated above, only 42 vessels of the Baltic Fleet were sighted, instead of 47 which has been given as the total strength of the squadron, including transports and colliers. What has become of the other five boats? Then again, the Fleet was seen off Pulo Condore, and an explanation of its proximity to land may easily be suggested. It is necessary for the warships to coal frequently, and probably this was one of the few occasions since leaving Madagascar that the Fleet has had the opportunity of coaling in comparative safety. It would not be desirable to coal on the high seas if there was the least land shelter to be got, and the island of Condore would be in a very happy situation for the Fleet's coaling requirements.

In all this it has to be borne in mind that the Fleet when sighted was sufficiently close to Saigon to make it a matter of no difficulty to change the route and steam for the French port. Considering the vagaries of the Fleet up to the present time, no one would be surprised to hear that it had decided at the last moment to make for Saigon, if only for a short respite before the real trial of strength comes off. But considering all things, the probability is that the Fleet will steer a course for Vladivostok keeping clear, as far as possible, of the ubiquitous Japanese.

If the Baltic Fleet proceeds very much further north, we may very soon hear the announcement that the *Osaka* Shosen Kaisha have decided to withdraw their fleet of steamers trading between Hongkong, the Coast Ports and Formosa, whereupon the British companies will have matters all their own way.

#### FLEETS FIGHTING.

JAPANESE AND RUSSIAN CRUISERS IN FIERCE COMBAT.

RODJESTVENSKY'S RUSE SAVED HIS FLEET.

14th inst.

Private advices received in Hongkong to-day state that the Japanese scouting cruiser squadron got into touch with the tail-end of the Baltic Fleet, off the Anamba Islands yesterday, and a fierce battle took place. The Russians are supposed to have been the remainder of the fleet outdistanced by the main squadron under Rodjstevsky, and probably consisted of five vessels, including a hospital ship.

The Japanese apparently turned their attention to the cruisers, whereupon the hospital ship made off at full speed for Singapore, where she arrived this morning. Telegrams were immediately despatched to the Russian Government stating what had happened.

The hospital ship was unable, however, to give details of the fighting which was still in full swing when she left the Anambas.

The result of this, the first meeting of the Japanese with the Baltic

Fleet, is awaited with the utmost concern.

The announcement that the Japanese cruiser scouts have at last come to grips with a portion of the Baltic Fleet will arouse intense interest in every part of the world. Much may depend upon the result as showing the strength of the respective fighters, but it cannot be decisive one way or the other.

When we learned through the medium of the Commodore's office, yesterday, that 42 vessels of the Baltic Fleet had been sighted off Pulo Condore heading in a north-easterly direction, the natural query was—Where are the other five ships of the Fleet? It was a known fact that the Fleet consisted of 47 vessels all told, including battleships, cruisers, torpedo-boats, colliers and transports, when it left Madagascar. When it reached Singapore the number had not dwindled, but directly it left that port five of the Fleet mysteriously disappeared. Rodjstevsky and his Fleet had been subjected to so much ridicule that he would have been a brave man who suggested that the Russian Admiral was working out a little piece of strategy, yet there were some who hinted it. While the main fleet, comprising all the first class vessels, was pushing on by devious ways to their destination, five boats were left behind at the Anambas to attract the attention of the Japanese, and divert it from the larger body. It was common knowledge that two Japanese cruisers were hovering around in the vicinity of the Gulf of Siam, on the outlook for the Baltic Fleet. Then, the *Loosah*, when nearing Swatow the other day, saw other two Japanese cruisers tearing along to the south. If the scouts met, then the fight would be equal, for one of the Russians was a hospital ship, and it may be taken for granted that the others are cruisers. Four Japanese cruisers against four Russian cruisers should, all other things being equal, provide one of the finest tests of strength, ship for ship and man for man, that has yet been seen in the course of the Russo-Japanese campaign. Hitherto the Russians have been hampered by a handy base; they need not show their best qualities unless they were so inclined, and, on the ground that discretion is the better part of valour, they did not feel so inclined. But at the Anambas both the belligerents are on equal terms. Both are away from home; neither has much hope of support; and the loser must trust to Providence ever to see homeland again. The knowledge that all depends upon themselves should nerve their hearts and strengthen their arms. It is impossible to say what the calibre of the Russian boats which are now engaged in a deadly struggle off the Anambas may be, but it is certain that the Japanese cruisers will be the best and fastest of their kind, and if there should be any advantage at all it is unquestionably on the side of the Japanese. Apart from these considerations, what are we to think of the strategy of Admiral Rodjstevsky? By a manoeuvre as old as the hills, he has inveigled the Japanese scouts into an attack on vessels which he probably did not count on very much at any time. He has cleared the way for the vast majority of his ships, and has given occupation of a sort to an enemy which might have done him infinite damage before his Fleet even saw the colour of the Yellow Sea. Had the Japanese pursued the tactics which it was believed they were likely to adopt, of keeping well out of range, yet sending in torpedoed when the chance offered, and delivering surprise attacks in the dark, the vitals of the Russian Fleet might easily have been pierced before the main Japanese Fleet arrived on the scene. But by a piece of strategy, which is not exactly original or evidence of wonderful ability, Admiral Rodjstevsky has won the first move in the game. If the Russians lose at Anamba Islands then the Admiral can say he has only relinquished a few pawns in order to save the chief figures on the board. If they win at the Anambas, then new heart and courage will inspire the Fleet, and the end may be farther off than is generally imagined. At all events the result of the conflict must be public property in a few hours, and till then people must rest their souls in patience.

#### THE ANAMBA ISLANDS.

The Anamba Islands, where the first fight between the Japanese scouts and part of the Russian squadron has taken place, lie midway between Singapore and that dangerous group of islets known as the Natunas. There is not an island of any size in the Anambas group; they are merely rocky eminences in the water, and so far as is known they are inhabited only by wild-fowl. One thing certain is that they are not likely to be troubled with fogs in that quarter of the China Sea. The Anambas, it may be added, are almost equidistant from Singapore and Sarawak.

#### NO NEWS AT THE COMMODORE'S OFFICE.

No news regarding the reported fight at the Anambas or of the whereabouts of the Baltic Fleet was received at the office of the Commodore in Hongkong to-day. As a matter of fact none was expected, because there is not a single vessel of the British China squadron on the road between Hongkong and Singapore at present. The *Valley* and the *Iphigenia* are both at Singapore; the rest of the squadron is either in Hongkong harbour or vicinity. That fact effectively disposes of the alarmist rumours which were rife in the beginning of the week regarding the movements of the British fleet in these waters. It was seriously declared that British warships were putting to sea presumably to intercept the Baltic Fleet. How little foundation there was for such a statement was endeavoured to show at the time. Now, events prove that the rumours had not a tinge of truth in them. Had there been, the Commodore would naturally have been in his office to-day awaiting tidings. But the Commodore was at Kowloon, on other business, knowing perfectly well that none of the China squadron was in a position to furnish additional news about the Baltic Fleet.

#### PROTECTION OF THE CABLES.

With regard to the report that cruisers would be required to protect the cables, this much can be said with certainty. If anybody is looking after the cables, with the

object of frustrating any attempt on the part of the Russian Fleet to cut them, it is certainly not the British. Besides, if the Russians were really determined to cut the cables, who could prevent them? Not a solitary cruiser at least. Warning might be given that such action would lead to international complications, but a commander of a fleet of the size, and importance to Russia, of the Baltic Fleet, would not be diverted from his purpose by a mere threat, if he believed the cutting of the cable meant an advantage over his enemy.

#### RUSSIAN HOSPITAL SHIP AT SAIGON.

Another report which was received in Hongkong to-day stated that the Russian hospital ship *Ural* had entered Saigon. Whether there is any connection between this statement and the report from Singapore that a Russian hospital ship had entered that port remains to be seen. It might well be that the first news of the light was received from the *Ural* at Saigon and then telegraphed to Singapore. The sender of the telegram from Singapore might have neglected to state that he had obtained his news from Saigon. That is a possibility which could easily occur when the first flame of excitement was working in the mind of the writer of the telegram.

#### EAGLE BYES ON THE GAP ROCK.

##### STIRRING STORY OF HOW NEWS WAS BROUGHT TO HONGKONG.

Away on that perpendicular islet, known as the Gap Rock, there is, if all reports be true, an eagle eye which pierces the gloom and the fog, and can descry objects afar off when others are floundering in a labyrinth. Sam Weller thought he was sarcastic when he told the judge that he might have seen through a brick wall if his eyes had been double-million-power-microscopes, but if he had been at the Gap Rock he would soon have learned to see through a granite rock, far less a brick wall. For this is the story with which a contemporary pleasantly regaled its readers to-day: "A report has come to hand that on the night of Tuesday last, April 11th, two Japanese cruisers were sighted by the look-out at Gap Rock. They were steaming south at full speed and had all lights obscured. As a piece of news the report is admissible, but that is not the point. Everybody knows that the watchers on the Gap Rock are like true Britishers; ever on the look-out. Think then how they must have strained their eyes for the benefit of the Press in order to see those Japanese cruisers with lights obscured. It was a dense and foggy night; it brought to mind the tragic fate of the *Rajah*, the river, which wrecked his barque on the Bell Rock. The ordinary shipmaster held his breath and listened for siren sounds—until the dinner-bell rang, then he gave it up. The plain seaman opened his lungs and watched his breath disappear on the fog. Careful masters, who remembered all the stories of fogs they had ever told, cursed the weather and all its kind. One man would try to see his finger before his nose; failing, he proceeded to 'splice the main brace.' A serious accident occurred on one vessel, when the mate mistaking the phosphorescent glow around the skipper's head for a light, stepped it just to see whether he was alive or merely dreaming. Mail boats were lying at anchor, and peace, or a so-called peace, prevailed on every side. All this time the watchers on the tower were scanning what they thought was the length of their arms. Oh, no! They were scanning the horizon, piercing the palpable fog with eyes of electric force. And all this time two Japanese cruisers were hurrying, in sporting parlance, 'hell-for-leather,' towards the south. All their plans were dashed. They were sneaking past, at a mere 30 knots an hour or so, hoping that as they couldn't see anybody themselves and were trusting to luck to keep clear of the rocks, they wouldn't be seen by anybody else. Foolish hope! Those watchers on the Gap Rock, those eagle-eyes which were ready to help the public from a journalist's point of view, they were not to be outdone. The modern 'Sister Ann' saw 'Bluebeard' long before he hove in sight. What a picture for an artist! What a chance for the descriptive writer. 'What's that?' pointing to a speck in the mist. 'A cruiser, me lord.' 'Not really a cruiser?' 'Yes, me lord, a cruiser.' 'What kind of a cruiser?' 'A Japanese cruiser, me lord.' 'Wot a chance for the newspapers?' 'Halves, me lord, I saw it first.' 'Halves, it is, me bonny beauty.' Then they saw another cruiser sinking past, not a light to be seen, not a sound to be heard, not a funeral note even. And having done their duty, the first journalist that passed—the nature of the journalist is so Bohemian that he is continually passing or being passed, and many a Gap Rock does he meet during the month—well, the very first journalist who came that way got the news, and that is how Hongkong heard the stirring intelligence. It was a full day after before the *Princesa* and a host of other boats could venture on the journey to Hongkong on account of the fog, but duty had been done and once again it was proved, by analogy, that Bill Adams won the battle of Waterloo.

#### P. & O. POONA'S EXPERIENCE.

##### FLEET IN FIGHTING CONDITION.

When the *Poona* arrived at Singapore and heard that the Baltic Fleet had just sailed there was great joy among the passengers. Of all things they hoped to be held up, so they followed in the track of the Russians. Somewhere near the island of Condore, which has become famous of late, they sighted the Baltic Fleet. When a representative of the *Hongkong Telegraph* went aboard of her in Hongkong harbour to-day, he found the officers and the doctor enjoying themselves hugely, because they had news up their respective sleeves. At length one of the officers deigned to give some facts. Shortly after daylight on the morning of the 11th inst., three vessels widening out towards the horizon were sighted. Coming a little nearer, it was found they were cruisers. The case of the *Malacca* came to their minds, but they went on at the usual speed of about 12 knots to 14 knots an hour. It was evident they were warships and that they belonged to the Baltic Fleet. Whether they belonged to this type or to the other, type troubled not a soul. A

quick swerve on the part of the nearest rearward scout brought the *Almaz* within speaking distance of the *Poona*.

"Do you mean to say they are fast cruisers?"

"At the rate the *Almaz* came up to us I should say she was steaming 20 knots an hour."

"But what about the seaweed?"

"All nonsense. Of course the vessels are not painted as a man-of-war would be in times of peace, but to say that they are anything but in fighting condition would be to make a fool of our own boats."

The *Almaz* came up, circled round and asked:

"What is your name?"

"The *Poona*, of Glasgow."

"And your cargo?"

"General."

"Where are you bound?"

"Hongkong and Shanghai."

The officer, who gave the information, was not quite sure whether it was Hongkong or Shanghai that was flagged.

"Then I wish you a pleasant voyage."

"Thanks," was the usual curt British answer.

The fleet had been sighted at 8.30 in the morning and the *Poona* kept in close touch with them for eight hours, until 4.30.

"Scout to scout," said the officer of the *Poona*, "would be about eight or ten miles."

All the ships were flying the blue pennant at the fore, and when the question was asked—

"Where about was the flagship?" the answer was that it must have been one of the vessels on the right, because all the others took their orders from her. So that the flagship is the *Kniaz Suvaroff*, a battleship of 13,516 tons displacement.

It was a great time for the *Poona* and her passengers. A few have photographs, but judging from the negatives we have seen they do not give an adequate idea of the strength of the fleet. The formation of the fleet was as follows:

Light—Battleships.

Inside—Four torpedo boats.

Centre—Two lines of merchant men, colliers and transports, with a hospital ship.

Outside—Four torpedo boats.

Left—Five volunteer squadron boats, and the cruiser *Olga*.

Ahead were three scouts; two and a half miles separating one from the other. At the rear there were three other scouts—the *Dimitri Donskoi*, the *Churina* and the *Almaz*.

According to the officers of the *Poona* it is absolute folly to ridicule the character of the Baltic Fleet. The story about seaweeds might be all right so far as the colliers and the transports were concerned, but the fleet itself was in first-class ocean-going condition. The scouts were fully 20 miles ahead of the fleet, and the fleet itself, which means the colliers, transports etc., was travelling at a uniform rate of 10 knots an hour. "From the point of view of an R. N. R. man, the fleet of the Russians is a pretty hard nut to crack." That was the opinion of a clever officer on the *Poona*.

When the *Poona* sighted the Baltic Fleet the latter was moving E. N. E. That would take them straight to Hongkong. But at sunset the route was changed a little to the northward, so that in the opinion of the practical sailors the fleet was making for the Paracels where it could coal.

The Paracels have a bad name among seamen, for more boats have gone ashore there than on the Natunas. But, at this time of the year there is no sun, and it would be quite easy to fill up the bunkers there.

"From a Royal Naval Reserve man's point of view, what do you think of the Baltic Fleet?"

"Tell you the truth, I think the Japanese have a tough job if they try to tackle it."

B. I. MAIL SAILS THROUGH THEM.

On the 8th inst., Captain Herrington of the British India Mail *Jackey*, reported on arrival at Singapore:

Passed Russian Fleet of 47 vessels off the One Pathom Bank at 1.30 p.m. on the 7th. They consisted of eight four-funnel ships, hospital ships, colliers, torpedo-boats, and converted cruisers.

The fleet was a very fine sight and was discerned some time before noon. It was travelling about eleven knots, apparently, the rate of the colliers and slower vessels. As the fleet was coming along at fifteen sea miles per hour, the vessels which passed near enough to get some photographs.

If the fleet is coming through the harbour they should be signalled by about 11 a.m. but they may go down the Durian Straits and pass under the night, says the *Free Press* of 8th inst.

It has been no great secret in Singapore that for some time past there have been large shipments of biscuits, boots, and miscellaneous stores for Saigon. The *Tanglin* and the *Dagen* have both left with cargoes containing provisions that might be used by the fleet, and it is reported that over two thousand tons of biscuits have gone. It is not believed that these provisions will be taken into Saigon, but that they will be transhipped into another steamer outside, which will await the fleet.

The steamer *Hindoo* now at the wharf is loading coal 4,000 tons, which is said to be for the same destination, but this may be one of the rumours of which there are so many about.

It is not considered at all likely that the fleet will put into this port, but that it will sail through the Durian Straits and on to the next port of call. It may be noted that the *Penang* report was 27 vessels, while Capt. Herrington reports 47. It is plainly not the whole of the *Rochevsky's* fleet which left Madagascar on March 15th, for an unknown destination. It may be that the Malacca Division is intended as a sort of blind while the rest of the more powerful ships have gone to the south and round Java. The Division coming down the Straits is said to be coming slowly, on the lookout for Japanese mines, which they doubtless suspect to be strewn through all the waters of the East.

At 12.45 on the 8th inst. were in sight from the Signal Staff on Mount Faber, but it could not be told whether they were making for the Port or to pass to the southward through the Durian Straits.

1.05 p.m.

The Russian men-of-war are now off the Karimons, two hours steam off the western entrance to the harbour.

1.15 p.m.

Thirty-eight vessels are now in sight.

The following appears in Manila papers under telegraphic information—San Francisco, April 14—Almost the entire Russian fleet is now headed northeast from Singapore. The last of the vessels of the fleet passed Sing-

apore late Saturday night. To-day's fleet is reported in the vicinity but the reports of the number of vessels he has are conflicting. Rumors of a battle have been received but they are not yet confirmed. It is generally believed that the Japanese intend heading north of the Philippines unless intercepted in the South China Sea. The Vladivostok squadron under Admiral Jessen, consisting of the cruisers *Rositsa* and *Gromovoi* and about twenty torpedo boats, has sailed to join the Baltic squadron. It is stated in Paris that should the Baltic fleet be hopelessly defeated the engagement will end the war.

#### LOOKING FOR THE BALTIC FLEET.

The British steamer *Foo Shing* arrived at Hongkong this morning from Samarang, with a cargo of sugar. Shortly after the vessel entered, a representative of the *Hongkong Telegraph* went aboard, hoping that some tidings of that Baltic Fleet, which has been causing such a commotion in Hongkong lately, would be forthcoming.

The officer who met the journalist read the question in his eyes. "It's no use," he said, "we didn't see them."

"And why not?"

"To begin with we had no idea the fleet was in these waters. We never heard any thing about the Singapore visit in Samarang. It was only when we came in here this morning that we knew of the presence of the Baltic Fleet here. Then, again, if the fleet went to Saigon, we were out of their track."

The officer produced a map, or chart, to show how the *Foo Shing* came up, and traced the probable movements of the Baltic Fleet, if Saigon was the destination. On a rough estimate the *Foo Shing* and the Baltic squadron should have been hundreds of miles apart.

"Don't you think if we knew they were about that we'd have had a squint at them?"

"So it will be necessary to wait a little longer before the position of the Baltic Fleet is known. It should be added, *in passant*, that the *Foo Shing* saw nothing of the Japanese cruisers either."

#### NEW JAPANESE BATTLESHIP.

##### TESTING HER "JACKET."

Possibly the details published in *Engineering* as to the strength of the armaments for the new Japanese battleship *Kashima*, now being constructed by Sir W. G. Armstrong, Whitworth & Co., Ltd., in England will be best appreciated by those familiar with engineering and technical terms; but the facts as given in the journal mentioned are striking as showing the strength of the modern war-ship. They are as follows:

The plates were of the usual width and length, 8 ft. by 8 ft. (243 metres), and the weight was 60 lb. per square foot, or practically equal to a thickness of 9 in. (228 millimetres). For the purposes of trial the plate was backed with 2 ft. (61 centimetres) of oak, to the rear of which, again, was a steel plate, representing the ordinary skin of the ship. The attack was by a 9.2 in. gun, using firm projectiles, weighing 380 lb. (174 kg. grammes), which were supplied for the purpose by the British Government.

In the first round the striking velocity was 1,914 ft. per second, equal to striking energy of 8,868 foot-tons. This shot penetrated to the extent of one-third of the thickness of the plate, to 3.1 in. (78 millimetres), and the extensive flaking of the surface above the point of impact. The back was bulged only to the extent of 1.9 in. The projectile was broken into at least 115 pieces, the largest weighing 35 lb. (16 kilogrammes). The fragments recovered represented 208 lb. (94.5 kilogrammes) out of a total of 380 lb. The second round was of slightly less power, the striking velocity being 1,733 ft. per second, equal to a striking energy of 8,475 foot-tons. This shot had much less effect on the plate, the maximum penetration being only 1.75 in. (32 millimetres), but the bulge at the back was 1.5 in. (38 millimetres). In this case the largest fragment of the shot remaining was only 28 lb. in weight (13 kilogrammes), and the aggregate weight of the fragments recovered was 173 lb. (79 kilogrammes).

At the conclusion of the first two rounds the representative of the Japanese Government formally accepted the plate, but it was decided to fire two further rounds in order to demonstrate its full resistance. The third round was fired with a striking velocity of 1,889 foot-tons, equal to a striking energy of 9,400 foot-tons. This was a more severe attack than the first shot, and there was less flaking, but the penetration was exactly the same. The bulge at the back of the plate, however, was the same, being 1.9 in. (48 millimetres). The shot suffered severely, the largest fragment being 12 lb. (5 kilogrammes) while the aggregate weight of the pieces recovered was 172 lb. (78.5 kilogrammes). In the case of the fourth shot a still higher velocity was developed, the striking velocity being 1,985 foot-tons, giving a striking energy of 10,375 foot-tons. The point of the projectile became fused into the plate, and it was thus impossible to measure the penetration, but the bulge at the back was greater than in any of the other instances, being 2.5 in. (63 millimetres). The largest piece of the shot recovered was 39.5 lb. (18 kilogrammes). The pieces of the broken-up shot recovered weighed 183 lb. (83.5 kilogrammes). Slight irregular cracks developed after the firing of the fourth shot, from the centre of the damage caused by the first round, but an examination of the latter showed that these cracks were more or less surface effects. At the rear, however, a separate crack was formed, but whether as the result of the more severe attack of the fourth round it is difficult to say; this seems probable, as the bulge at the back due to the fourth round was 2.5 in. (63 millimetres), which would involve very considerable strain on the rear of the plate, especially as the points of attack of the first and fourth rounds were close together. The result was certainly very satisfactory, as no through cracks were developed; the velocity of the last shot was exceptionally high, and in excess of the requirements of the British Admiralty. The trials were attended on behalf of the Japanese Government by Captain K. Iwamoto.

#### HONGKONG SCHOOLS SPORTS.

The committee responsible for the arrangements in connection with the annual athletic sports of the Hongkong Schools have been unfortunate in their selection of dates for the meeting. Postponed from several weeks back on account of rainy weather it was decided to make a start with the various heats this afternoon, when the weather, although much more favourable than that which prevailed at the time arranged for the former meeting was not ideal either from the point of view of the spectators or of the competitors. There is a lengthy programme to be got through, and it is to be hoped that on Monday when

the finals and other events are to be brought off the sky will have cleared and a bright afternoon favour the fustions. The officials of the meeting are as follows:—Patrons: His Excellency the Governor, Vice-Admiral Sir Gerald H. Noel, K.C.B., His Excellency Major-General Sir Viliers Hutton, C.B., Rear-Admiral Hon. A. Curzon-Howe, C.V.O., The Right Rev. Bishop Hoare, Rev. Father Maria, Pro-Vicar Apostolic, Sir H. Spencer Berkeley, K.C., The Hon. Mr. F. H. May, C.M.G., The Hon. Mr. E. H. Sharp, K.C., The Hon. Sir C. P. Chater, Kt., C.M.G., Dr. G. H. Bateson-Wright, Conchierio A. G. Romano, Consul-General for Portugal and Mr. H. Noma, Consul for Japan. Clerks of the Course: Messrs. R. E. O. Bird, A. O. Brown and H. James, Secretaries: Messrs. T. K. Dealy, B. James, and H. Sykes, Judges:—Mr. B. Tanner, Rev. Bro. Stephen and Mr. W. H. Williams, Handicappers: Messrs. H. Sykes and B. Tanner. Official time-keepers:—Mr. W. E. Curwen, and Rev. Bro. Cyriac, Stewards:—Mr. T. Sercombe Smith, Mr. H. N. Mody, The Hon. Dr. Ho Kai, C.M.G., Rev. E. J. Barnett, Mr. W. D. Braidwood, Rev. Bro. Silvester, Mr. G. Pierce, The Hon. Mr. Wei-Yuk, Mr. F. J. Baddely and Mr. Ho Tung, General Committee:—Messrs. T. K. Dealy, R. E. O. Bird, A. O. Brown, A. W. Grant, A. H. Crook, R. J. Birbeck, W. H. Williams, H. Sykes, B. Tanner, B. James, Rev. Bro. Stephen, Messrs. G. P. De Martin, H. L. Garrett, and W. E. Curwen. Working Committee:—Mr. T. K. Dealy, Rev. Bro. Stephen, Messrs. R. Tanner, H. James, R. E. O. Bird, A. O. Brown, A. W. Grant, H. L. Garrett, P. L. Brown, A. Stewart, Ho Shai Fu, J. Ezra, F. Vidal, Yaguchi, T. Loff, Glasermann, Crollis, C. Y. Curruem, M. Soutz, and Cheung Kwok Wing. Hon. Treasurer:—Mr. A. W. Grant. Hon. Secretaries:—Messrs. R. J. Birbeck and G. P. De Martin.

#### QUEENSLAND AND HONGKONG.

##### COMMISSIONER COMES TO CAPTURE ORIENT TRADE.

Queensland is still pushing ahead, and if she doesn't capture the trade of the Orient the fault will not lie with her energetic representative, Mr. Frederick Jones, Commissioner for Trade. It is about a year since Mr. Jones was in Hongkong, but the effect of his previous visit is to be found in the greatly-increased import trade from Australia. He arrived to-day from Manila, and at once installed himself in the office of Messrs. Barretto & Co. who are now handling the greater portion of the Australian import trade into South China.

Interviewed by a representative of the *Hongkong Telegraph*, Mr. Jones proved to be as genial and obliging as ever, and quite as business-like.

##### A DEAL IN MANILA.

"Just come from Manila? Yes, I left Brisbane on 20th February and arrived at Manila in time to deal with the question of the tenders for beef and mutton for the United States Army. When the tenders were first opened it was thought that the award would go to New South Wales. Cables to that effect were sent, and it was announced in the newspapers that New South Wales had got the contract."

"Representatives were made to the Chief of the Commissariat Department on the subject of the quality of the meat that had been supplied by Queensland during the last twelve months. It was pointed out that the meat had been always up to standard, a fact which was given on the authority of the officers of the Army. We also said that we were prepared to send a direct line of steamers from Brisbane to Manila every six weeks, thus saving the cost of cold storage. We also advanced several other arguments. Eventually, after an anxious delay of seven days, General Corbin confirmed the recommendation of the Chief Commissary, with the result that the award was given to Queensland for £95,000 or nearly a million dollars."

##### NEW STEAMSHIP LINE.

"That was not only good business, but it also paved the way for the starting of a direct line of steamers between Manila and Queensland, Brisbane being the terminal point. In my recommendations to the Government with respect to a subsidy for this line, I have suggested that the service should be a monthly one, and that the boats should come on to Hongkong, making Hongkong the terminal point at this end."

##### CHIEF AUSTRALIAN MEAT FOR HONGKONG.

"As a matter of fact this is really paving the way to give the people of Hongkong the same low priced and high quality fresh meat as Manila enjoys. I might mention that since my visit to Manila twelve months ago I have succeeded in reducing the retail price of the best beef—prime cuts—to 25 cents, or sixpence."

In addition, Queensland has secured a very firm hold in the Philippines for beef, flour, coal, fruit and vegetables. My first shipments of fresh fruit, trial consignments, will reach the Philippines in about a month from to-day. I refused to allow the fruit to be placed in the hands of any particular firm. Instead, I have arranged that the shipments shall be sold by auction, in small lots so that there may be a large demand and the consumers may be reached direct."

##### TRADE RAPIDLY INCREASING.

"The increased volume of trade to Hongkong of Queensland products since I was last in the Colony has been most gratifying. In leather alone the business has assumed big proportions, and the constant repeat orders is evidence that the Queensland material is suitable for this market. I have with me and shall have ready for inspection during the early part of next week, samples of compressed fodder, lucerne hay—now compressed by a new method which compresses the hay into just half the bulk it previously had—oats, barley, bran, and other feed stuffs; hams and bacon, which are now finding their way into the London market with good results; canned meats, fruits, and flour, the quality of which is reported by the Australian Consul-General to Washington, to be of a very high grade."

"While talking about flour, I might say that owing to the energetic action of the Hon. D. Denham, Minister of Agriculture in Queensland, we are really doubling the area of country under wheat every year."

##### A TIP TO THE GOVERNMENT.

Queried with regard to the imports into Hongkong from Australia, Mr. Jones gave vent to a growl. "There are no statistics to be got here. True there is no Customs because it is a free port; but in Singapore, where the same conditions prevail, the statistics are of very great commercial value, because they are full and accurate. I've spoken about this fault in Hongkong before, but it doesn't seem to produce much good. It is a great pity this matter does not receive the attention of the Government."

Mr. Jones stated that he would be in Hongkong for a month and can be seen at Messrs. Barretto & Co.'s office in Queen's Road Central. As the newspaper man was leaving, Mr. Jones shouted after him—"Don't you forget to say that Queensland is to capture the trade of the Orient."

#### BRITISH OFFICER MISSING.

On the arrival of the West River steamer *Tai On* in harbour yesterday, it was reported that the Chief Officer, Mr. J. Angus, was missing. It appears that he was last seen on board at 8 p.m. on Thursday, and that he then gave orders that he was to be called later if necessary. As he was going to lie down in his cabin, it was not necessary to call him during the night, and when he went to the cabin early yesterday morning it was found that he was not there nor had his bunk any appearance of having been slept in. A thorough search of the vessel was made on the occurrence being reported to the captain, but no trace of the missing man could be found. Just previous to retiring on Thursday night Mr. Angus stated to the Chief Engineer, that he did not see the use of living; an old man with a paralysed arm, what was the good of life to him! From these facts it is deduced the supposition that the man, in a fit of temporary insanity jumped overboard. He left no letters to explain his disappearance. Mr. Angus, who was in the prime of life, was making his first voyage in the *Tai On*. Previously to that he was unemployed for eight months, and that together with the fact of his having a paralysed arm, no doubt had been preying upon the poor man's mind.

#### MASONIC.

##### ROYAL ARCH CHAPTER.

Last night, at the Masonic Hall, Zetland Street, the District Grand Royal Arch Chapter of Hongkong and South China installed the Principals-Elect of Victoria Chapter, No. 217 for the ensuing year as follows:—Bro. Barker, M. E. Z.; Bro. Sykes, H.; Bro. Graham, J.; Bro. Purcell, Scribe E.; Bro. Crapnell, B. B. A.; Bro. Kelton, P. S.; Bro. Townsend, First A. S.; Bro. Willock, Second A. S.; Bro. Winter, Treasurer; Bro. Thwaites, D. C.; Bro. Wilson, Steward, and J. Vanstone, Junior. An informal "Smoker" wound up the evening's proceedings.

#### NAVAL NOTES.

##### 13th inst.

The British cruiser *Hogue* has returned from Weihaiwei.

The *Centurion* went out for practice in Miss Bay yesterday.

##### THE CRUISER "SULLY."

It will be news of some satisfaction to the shareholders in the Hongkong and Whampoa Dock Co. to learn that this company is also taking a prominent part in the salving of the French cruiser *Sully*. The company's technical and operative staff have been hard at work, both at the design and structure of the pontoon for that vessel during Sunday and continuously since then. It is also the credit of Mr. Gaston Liebert, the French Consul in the Colony, that the proposal to construct the pontoon, attributed to him, has been carried out.

As we mentioned in this particular case, the carrying out of this particular piece of the work has been entrusted to the Dock Co., and will, we understand, be supervised by the Chief Engineer of the Saigon Dockyard in conjunction with Mr. W. C. Jack, both of whom were expected here to-day.

##### 14th inst.

The Portuguese cruiser *Adamastor* has crossed over to Macao.

H.M.S. *Rambler* came into port this morning from Aberdeen where she has been engaged in survey work.

The United States flagship *Wisconsin* and the torpedo boats *Bathurst*, *Dale*, and *Decatur* left yesterday for Manila.

An Association football match has been arranged between teams representing the Navy and Army. The match, which takes place at Happy Valley to-day, will be the closing one of the season. The following is the team selected to represent the Navy:—goal, McDermott; backs, Lieut. Le Page, *Glory*, Carril, *Albion*; half-backs, Gibson, *Albion*, McHoll, *Ocean*, Parkyn, *Albion*; forwards, Hunter, *Albion*, Watkins, *Tamar*; Bell, *Glory*, Woolley, *Tamar*, Vaughan, *Ocean*.

##### RUGBY FOOTBALL.

A lively "rugger" game was played at Happy Valley yesterday afternoon between teams representing the *Ocean* and the *Andromeda*. The former had a very good side on the field, but the *Andromeda* failing to get their "champions" was only able to put on a scratch team, which nevertheless worked very gamely to the end.

The players were: *Ocean*—back, Jordan; three-quarters—May, H. Dge, P. ole and Bell; halves—Ellis and Carley; forwards—Jewett, Head, Waldron, Barnes, Hales, Dicks, Preece, and MacIntosh.

*Andromeda*—back, Irving; three-quarters—Worrell, Perry, Lennan and Smith; halves, Cross and Pev; forwards, Moore, Miller, Helm, Murdin, Davis, Full, Eichel, and Edwards.

From the start, the *Ocean* boys having won the toss, a fast game ensued. The leather was generally around the *Andromeda's* goal, but for a spell the *Ocean* failed to serve. The scrumming was particularly pretty, but from the style of the players the result was a foregone conclusion. At half-time the game stood—*Ocean*, 9 points; *Andromeda*, 3. The second half was all in favour of the *Ocean*, although several pretty runs by the *Andromeda* men seemed promising. The absence of rough play was a noticeable feature of the game, which ended in favour of the *Ocean*. Score—*Ocean* 28 points; *Andromeda*, 6.

##### [From a Correspondent.]

Colombo, 30th March.

H.M.S. *Barfleur* arrived here at 10.15 a.m. to-day, and although she is somewhat later than was at first expected, no one seems to know the reason unless it can be put down to bad steaming. At any rate the ship's company of H.M.S. *Vengeance* were extremely glad to see her and showed their appreciation by crowding along the forecastle to have a good "look-see." The band greeted the arrival with "Now we shan't be long" and "Where have you been all the day?" followed by "You've got a long way to go." It has been arranged that the crews change over ships on 3rd April, and most probably the *Vengeance* will sail for Hongkong to commence her new commission on the China station, while the *Barfleur* will sail for England to pay off on or about the 7th prox.

Captain Charles Henry Adair, ADC., who has been in command of H.M.S. *Barfleur*, and Commander W. H. C. S. Thirring will take up their appointments on board the *Vengeance*, the same date as the crews turn over. Both of these officers are gunnery experts, Captain Adair having recently vacated the command of H.M. Royal Naval Gunnery School at Sheerness to take up this appointment.

In seniority he stands second on the list of Post Captains and

## ATHLETIC SPORTS.

## AT HAPPY VALLEY.

Very favourable weather prevailing, the attendance at the Hongkong Football Ground this afternoon on the occasion of the athletic sports held in connection with the Victoria Recreation Club, was quite up to the average, and some interesting contests were witnessed. During the afternoon, contests were witnessed, during the afternoon by kind permission of Captain Fegen, and Officers, the singing band of H.M.S. Centurion, played selections.

Brief results were as follows:—

LONG JUMP. (Three tries). First prize presented by Hon. Mr. R. Shewan; second prize presented.

R. F. C. Master ..... 1  
H. Hancock ..... 2  
J. P. Jordan ..... 3  
Distance, 10 feet 2 inches.

PL OR KICK, RUGBY FOOTBALL. (Three tries). Prize presented.

J. A. F. Bouchier, R.N. .... 1  
J. W. H. .... 2

120 YARDS FLAT RACE. (Handicap). First prize presented by Mr. J. R. M. Smith; second prize presented.

H. S. M. Harrison, R.N. .... 1  
J. W. H. .... 2  
Time, 12 3/5 seconds.

HIGH JUMP. (Three tries). First prize presented by Messrs. David Sassoon & Co., Ltd.; second prize presented.

C. Murphy, R.N. .... 1  
J. W. H. .... 2  
Height, 3 feet 11 inches.

TEAM RACE, 200 YARDS. Open to professions or units (team of 4). Prizes presented.

Albion ..... 1  
Volunteers ..... 2  
Time, 1 min. 41 3/5 sec.

HALF-MILE FLAT RACE. (Scratch). First and second prizes presented by the Tai Koo Club.

E. C. Ward, R.N. .... 1  
H. G. C. Bailey ..... 2  
Time, 2 min. 7 sec.

BOYS' RACE, 440 YARDS (handicap). Open to all boys over 12 and under 16 who are sons or brothers of members of Clubs mentioned in programme. First prize presented by Mr. M. A. da Souza; second prize presented.

A. Remedios ..... 1  
A. Ellis ..... 2  
Time, 1 min. 64 sec.

BICYCLE RACE. One Mile (handicap). First prize presented by Mr. A. Chapman; second prize presented.

T. H. Greenwood R. N. (50 yards) ..... 1  
J. A. S. Alves (40 yards) ..... 2  
Time, 2 min. 47 1/5 sec.

100 YARDS FLAT RACE. (Challenge Cup). Presented by Dr. F. H. Kew. To be won three years before becoming the property of a competitor. First prize presented by the China Sugar Refinery Club; second prize presented.

J. W. H. .... 1  
H. Hancock ..... 2  
R. F. C. Master ..... 3  
Time 11 sec.

TWO-O'WAK. (Open to non-commissioned officers and men of army and police). Each Regiment or Corps may enter one team only, 8 men a side. To be pulled over 15 feet. Best of three pulls. No spikes or nails allowed. No sitting down. No holes to be dug in the ground before pulling. Prize presented.

In the final, the 88th Co. R.G.A. beat H.M.S. Centurion in the final.

120 YARDS HURDLE RACE. (10 flights). Previous winners at Hongkong or elsewhere to be penalized 24 yards. First prize presented by Mr. Geo. Murray Bain; second prize presented.

H. Hancock (penalized 24 yards) ..... 1  
C. Murphy, R.N. (scratch) ..... 2  
B. L. Rogers, R.N. (scratch) ..... 3  
Time 19 1/5 sec.

HALF-MILE FLAT RACE. Open to soldiers, sailors and police. First, second and third prizes presented. (Post entries).

Bomb. Head (83rd Co. R.G.A.) ..... 1  
Gunner Wood (R.G.A.) ..... 2  
Gunner Wilks (R.G.A.) ..... 3  
Time 2 min. 20 sec.

220 YARDS FLAT RACE. (Handicap). First prize presented by H. E. Sir Matthew Nathan, K.C.M.G.; second prize presented by Mr. W. Armstrong.

R. W. Pearson (7 yards) ..... 1  
H.S.M. Harrison, R.N. (8 yards) ..... 2  
Time 24 sec.

ONE MILE FLAT RACE. (Handicap). First prize presented by H. E. Major-General Sir William Hutton, C.B.; second prize presented.

E. C. Ward, R.N. (scratch) ..... 1  
J. A. F. Bouchier, R.N. (80 yards) ..... 2  
E. Humphries (45 yards) ..... 3  
Time 4 min. 44 sec.

BICYCLE RACE.—Three Miles (Handicap). First prize presented by Hon. Sir C. F. Chater, C.M.G.; second prize presented by Messrs. G. Falconer & Co. Result:—

T. H. Greenwood, R.N. (200 yards) ..... 1  
J. A. S. Alves (250 yards) ..... 2  
J. Forbes (scratch) ..... 3  
Time 8 min. 49 1/5 sec.

400 YARDS FLAT RACE.—(Challenge Cup). Presented by Mr. H. N. Mody; to be won two years in succession before becoming the property of a competitor. First and second prizes presented. Result:—

J. J. Watson ..... 1  
J. W. H. .... 2  
Time, 56 1/5 sec.

GIRLS' RACE, 100 YARDS.—(Handicap). Post entries. Open to girls between the ages of 5 and 12. First and second prizes presented by Mr. G. P. Lamont. Result:—

Jessie Rodger ..... 1  
Peggy Gordon ..... 2

OBSTACLE RACE.—First prize presented by Mr. E. W. Mitchell; second prize presented. Result:—

J. J. Watson ..... 1  
J. J. Hallett, R.N. .... 2

BOYS' RACE, 100 YARDS.—(Handicap). Post entries. For boys under 10 years of age. First and second prizes presented:—

Alma de Castro ..... 1  
E. Lamont ..... 2

CONSOLATION RACE. (20 yards). Open to all competitors except those in open events. Prizes presented by Mr. W. A. Crake. Result:—

A. S. Kemphorne ..... 1  
H. L. Garrett ..... 2  
Time, 13 1/2 sec.

## KINGS PARK, KOWLOON.

Reporting upon this Park, Mr. Dunn says that work upon the valley at the south-west corner of this area was entered upon at the beginning of the year (1904) with the object of combining accommodation for games with a certain amount of landscape effect, giving however to the great demand for flat ground and games this scheme had to be abandoned and every foot levelled to the estimates of the Department. When the funds provided in the estimates of this Department were expended an extended scheme of draining and levelling was begun by the Public Works Department.

## FORESTRY IN HONGKONG.

## A YEAR'S WORK.

In his report on the Botanical and Afforestation Department for 1904, the Superintendent, Mr. S. T. Dunn, says that felling and replanting on the basis of a 25-year rotation were commenced this year. The question of what is the best rotation for *Pinus massoniana* in Hongkong is, however, still open to doubt; experts differ on the point and H. E. the Governor has decided that no more felling shall take place until the results of this year's operations have been calculated and the whole question put before an independent authority. The heavy work of replanting was well advanced before the end of this year. An commencement was also made in afforesting the bare, sandy hills behind Kowloon with 50,000 pine seedlings.

Writing with regard to forestry licences in the mainland, Mr. Dunn says that when the New Territory was taken over by the British in 1899 there were about as many large pine growing in the district as there are small ones now. The Chinese, being afraid that their new masters would confiscate the trees, began to cut them down wholesale. From the accounts which have been collected there must have been something like eight million disposed of in this way, a course which has been now, no doubt, bitterly repented; for as a matter of fact the only restriction enforced by the police was with regard to the cutting down of large wild trees and Fung Shui trees round the villages. The confidence of the tree farmers towards English rule having become gradually re-established and safety from encroachments by neighbouring owners being further secured by the presence of the Police, re-afforestation soon began. The scheme of defining and registering the plantations was received in general with great readiness by the farmers who came forward when called on and paid their licence fees. The scheme was designed to

ENCOURAGE THE FARMERS TO RE-AFFOREST by giving them secure tenure of the trees, to secure re-sowing of felled areas and to provide a proper demarcation of the ground in case of disputes. Accompanied by the newly-appointed licensing clerk he visited about 80% of the plantations between August and December, issuing about 300 licences and collecting \$7,000 in licence fees. The fees were set at the rate of 10 cents per acre so that the total acreage licensed is about 7,000 acres. In several cases disputes arose in consequence of the wrong persons having come forward and secured licences for plantations to which they had no right; the proper owners in spite of repeated notices and warnings failing to present themselves until they found the licensee cutting down their trees. The rules published in the Government Gazette by which the assistance of the Land Court is provided, will, it is hoped, obviate many of these difficulties in future. The rules have been framed with great care and apparently provide for all contingencies, but time alone can show how far the objects aimed at will be realized.

China New Year Shrub.—This shrub which is one of the most beautiful of all our rich shrub flora has yearly been becoming more and more scarce on the hills in consequence, he says, of the amount that has been cut by the Chinese at each New Year to sell for decorations. If the cutting had been judicious little harm would have been done, but in consequence of the ruthless destruction of whole shrubs, the species was at any rate in this island, on its way to extinction, an eventuality which would suit the Chinese as little as the other nature-loving residents. An effort was therefore made at the proper time to protect our hills and, although there appears to have been a plentiful supply of the shrub in the market, the greater part of it must have come from Canton for very little cutting took place in Hongkong and the New Territory.

## CASSIA.

Twelve forlorn Cassia trees possibly the last of the large numbers planted out on the hills in former years, were rescued from a valley near Aberdeen, where they had been almost killed by the repeated stripping off of their valuable bark by the Chinese, and transplanted into the Government Nursery at Soekungpo.

A large amount of time of the forestry staff has again been occupied in clearing trees on Crown land for the construction of water-works and roads.

## THE LOCAL PINE.

During the forestry licence rounds a system of cultivating the local pine (*Pinus massoniana*) was met with at Lung Koo Tan, which is, so far as can be ascertained, unique. In this method the same advantages are aimed at as by the well known European system of pollarding. But the pollarding of coniferous trees seems to be unknown in Europe. The exact method employed with the pines here is as follows: At 10 years old when the tree is about 12 feet high the top half is cut off. After 5 years more the lower branches are cut off. Shoots soon appear from the cut parts and these are cut every 5 years together with the upper remaining internode—this tree produces annual whorls of branches—until, after 20 to 26 years, the whole is used up. This method is not used in any other part of the New Territory. The Hakka families who practice it believe that they came from Wei Chou in North-East Kwangtung about 150 years ago.

## STREET TREES.

In connection with the new tramway, 17 banyans were transplanted near Causeway Bay and in Arsenal Street.

Forty-five Albizzia and 28 Celtis were planted in the West part of Des Voeux Road. In fine weather in summer this road is one of the most mercifully hot and glaring spots in the town. It will be greatly benefited by the freshness and shade of these trees.

## AGRICULTURE.

Cattle food.—In cooperation with the Colonial Veterinary Surgeon, some experiments were made with view to ascertain whether any of the common evergreen trees of the district could provide sustenance for cattle during the winter season. Six kinds of leaves were tried—*Ficus religiosa*, *Quercus salicina*, *Quercus fissa*, *Bambusa sp.*, *Bilistic sp.*, *Sterculia lanceolata*. The first four were probably too hard and dry, and the bamboo leaves proved injurious; the *Sterculia* leaves were, however, readily eaten and might in conjunction with rice-straw prove a serviceable food.

Castle Peak Estate.—A large consignment of pineapple suckers, which were kindly sent by request from the Royal Botanic Gardens, Singapore, were divided between the Castle Peak Estate and the Government Nursery at Soekungpo. This is a better variety than any that we had previously and when the stock has multiplied sufficiently it can be distributed to the Chinese farmer.

Exhibition of Colonial-grown fruits in London.—The facilities offered by the Royal Horticultural Society to Colonial fruit-growers and fruit-liners for exhibiting at their exhibition in London in December, were duly advertised by the Government in Hongkong, and advantage was taken of them by one or more Chinese merchants. Among the tinned fruits sent were lichis, wampers, longans, carambolas, plums, peaches and pears.

## Adoption of European methods by Chinese.

Advice was sought on several occasions by Hongkong merchants as to the supply of chemical fertilizers, etc., to farmers in the interior. European gardening tools are also said to be in request.

Sisal hemp continues to do well. It is on poor stony ground and, if successful, provide a valuable new industry for the New Territory farmers and at the same time utilize ground that is now of little value.

Cotton.—Arrangements were made for commencing experiments on Cotton growing at the commencement of the rains. Great interest attaches to these trials and every effort will be made to render them a success. The first crops will not be gathered until next Autumn when the result will be calculated and fully reported.

Agricultural census.—In order to forestall the demand for information upon the agricultural industries of the New Territory, which is sure to occur as measures are adopted to improve and augment them, officers of the Department have been employed, as often as their duties allowed, in taking an agricultural census of the various districts. The information is entered on special printed forms one for each village. About 500 of these are now filed in the Office.

## PEGGING OUT THE NEW TERRITORIES.

## REPORT ON THE LAND COURT.

The operations of the New Territories Land Court, established to deal readily and inexpensively with the holdings claims from its commencement to the present time, form the subject of a special report printed in the current number of the *Gazette*. Mr. J. R. Wood tells us that the claims collected previously to the institution of the Court in 1899 and 1900 by Messrs. Messer and Kemp were insufficient for any purpose other than a temporary Crown Rent Roll and could not be used. A large part of the New Territories had been surveyed field by field on the 16' scale and it was decided to show on these maps the boundaries of holdings. With the exception of these maps the Land Court had nothing on which to base operations. This affected the efficiency of the work in the early stages, and in February of 1903 a 32' scale was authorised to be employed whenever the Land Court agreed with the survey officer that its adoption was necessary. The 32' scale was also used for a re-survey of New Kowloon, while the 64' scale was employed for a special survey of New Kowloon City.

## DECIDING A CLAIM.

The procedure adopted in fixing a claim was described by Mr. Gompertz in 1901, when he wrote that, "The initial step is to select and mark out the boundaries of a district and a notification from H. E. in the *Gazette* then fixes a date after which no claims in respect of that district will be received by the Court. Notices are published directing claimants to attend the Court where the proper forms are filled in for them by the clerical staff. A demarcation party is sent out and persons are invited to attend and give particulars of ownership pointing out their land, the outlines of which are then put in on the cadastral map with an appropriate lot number." The undisputed claims are separated from those which are contested, and Mr. Gompertz pointed out that the latter can be easily picked out, for where the same lot number is found on more than one claim the ownership of the land to which that number relates is obviously contested, while conversely where there is only one claim to a lot, the ownership of that lot is not in dispute. This method has in working justified its adoption, remarks Mr. Wood.

## EXTENT OF THE WORK.

From Mr. Newland's report on the survey work of the New Territory one can easily see the largeness of the task before the Land Court. The total number of demarcation districts is 477, the number of maps prepared on the 16' scale is 85; on the 32' scale 471, while the total number of maps surveyed is 556. On the 16' scale 24,214.64 acres have been surveyed, and 16,523.31 on the 32' scale, making a total of 40,737.95 acres surveyed, while 23,659 holdings have been demarcated. In addition to these figures there are six maps of Old Kowloon (not demarcated) on the 32' scale, and one of Lan Tai coast lines on the 32' scale, not demarcated owing to cultivation. The total number of maps is therefore 561. To Mr. Newland's figures must still be added over 20,000 houses omitted from the 16' scale surveys which were numbered and so dealt with; and also the surveys of large claims in New Kowloon specially made and totalling an area of 2,936 acres.

## EARLY PROGRESS.

The initial staff of the Land Court was too small to grapple speedily with the mass of detailed investigation before it, and in November of 1901 a second registrar was appointed, while the Chinese staff was, from time to time, substantially increased. At Tai Po Mr. Wood has had as many as 50 clerks at one time and an outdoor staff of 140.

## DEMARCATON.

The time spent on demarcation could not have been appreciably shortened. The regular obstacles are described in Mr. Gompertz' report for 1901, in which he says:—

The main obstacles are as follows:—  
(a) The Chinese staff of the Land Court has to work hand in hand with Indian surveyors and neither party understands the language of the other. (b) The holdings are in many cases very small, in some villages they average more than 100 to the acre. (c) Holdings near the boundaries of the New Territory often belong to persons resident outside British jurisdiction and the owners occasionally neglect to come forward and furnish particulars of their rights, even after being specially summoned. (d) On Chinese holidays and festivals, and during seed time and harvest, information has been less readily forthcoming than at other times. (e) In the case of poor pieces of hill cultivation, that have paid no taxes to the Chinese Government, the squatters are reluctant to lay claims that may be made the basis of taxation later on. (f) The divergent interests of local claims and peasant cultivators have given rise to fears on both sides as to the intentions of Government. The demarcation work commenced in June, 1900 and finished in June, 1903.

## JUDICIAL WORK.

The first judicial sitting of the Court was held on 20th February, 1901. By the advice of the Law Committee of the Legislative Council the start was made in New Kowloon, the Full Court—Mr. Pollock and Mr. Gompertz—sitting in the Eastern portion of New Kowloon all the summer of that year. The land pursued was to first deal exclusively with conflicting claims. The superficial result for the first three years 1901-3 was that small in extent compared to the immense mass of undisputed material awaiting consideration. But, when Mr. Gompertz resigned, the absence of difficult disputes facilitated the quick settlement arrived at by the three new members.

## GENERAL PROGRESS.

It will have been seen, says Mr. Wood, that it is impossible to give any graphic idea of the judicial results achieved by the Land Court—district by district—until the final year (1904) The Full Court dealt continuously with the valuable property in New Kowloon. In intervals between Full Court sittings, Mr. Gompertz dealt with disputed claims in islands near Hongkong; and on visits of inspection to the office at Tai Po, he gave such decisions as time would allow. How the residue of disputes and the mass of undisputed material were dealt with, has been shown in the separate reports appended to this paper. Generally, as to the speed of the work of the Land Court it is gratifying to note that while the Indian survey staff returned to India in May, 1904, the Land Court was able to submit its final report at the close of the same year.

## CROWN RENT ROLLS.

In 1903 the Land Court undertook the preparation of a Crown rent roll, the total amount entered being \$53,630.77. This early Crown rent roll was based on claims laid in the Land Court. At present the Land Court is preparing a permanent Crown rent roll based on draft Crown leases, which amounts to over \$90,000.00.

All the records of the Land Court are now transferred to the Land Office and one phase of the settlement is finally closed. It has been an object throughout of the Court to avoid handing over to the Government as Crown land with a specific recommendation areas on which are settled *bona fide* occupants whose claims Government would feel itself bound to inquire into at some later date. It is hoped that this object has been attained.

## SPECIAL REPORTS.

Mr. McL. Messer and Mr. C. Clementi furnish special reports on last year's work, the former, who was appointed a member of the Land Court on March 2nd, 1904, undertaking first the hearing and decision of claims to land and water which had not been surveyed and plotted on the cadastral maps (totalling 350), and then the claims to surveyed land in districts extending over the whole of the mainland of the New Territory with the exception of New Kowloon, Tsun Wan and On Long. Mr. Clementi first concluded the settlement of claims in survey district IV, New Kowloon, a matter of no small difficulty owing to the existence of three discrepant surveys under each of which judgments in respect of a number of claims had already been given by my predecessors in the Land Court. At the end of March, 1904, he left for Lan-tao Island, where there are 72 survey districts, containing in all 37,132 lots, the total area of the holdings being 14,499.37 acres, and besides dealing with this he also determined claims relating to the surrounding islands. From there he went to Apichau, and proceeded to determine all claims to the islands of Lamna and Pe Toi, which comprise eleven survey districts, containing in all 5,535 lots, the total area of the holdings being 1,583 acres. In June he continued his journey in his home boat to Tsun Wan, where he went on with the land settlement on the mainland from New Kowloon westward to the Samchun River, and besides dealing with numerous islands decided claims in 57 survey districts on the mainland, containing in all 29,470 lots, the total area of the holdings being 7,180 acres. From Tsun Wan he went to Yun Long, where he dealt with another 36 survey districts on the mainland, containing in all 57,582 lots, the total area of the holdings being 14,119.39 acres. More recently he has been occupied in preparing rent rolls, etc., and it is of interest to note that since his last judgments were delivered, on the 7th September, 1904, no appeal to the Supreme Court has been lodged against any judgments delivered by him.

## "ONE SUMMER'S DAY."

## PERFORMANCE BY THE A.D.C.

"One Summer's Day" is an idyl crowded with episodes, humorous and dramatic. It is not at all a mere description of a strong play; it might rather be called a pretty series of incidents, with just the touch of the romantic which affords pleasure even to the most matter-of-fact old stager. The large audience which attended the theatre last night found everything to their liking, and showed their satisfaction in the most unmistakable fashion. To the large body of representatives from the Navy and Army who occupied the back benches, "One Summer's Day" appealed, evidently, with special interest, for they laughed and applauded every "point" in the play, and, possibly, but this is only a surmise, wept at the emotional parts.

A summary of the *motif* of "One Summer's Day" has already appeared in these columns, but a brief glance at the story may not be inappropriate. The first act shows a gang of gypsies bent on blackmailing Major Dick Rudyard, who has adopted the orphan son of his friend who died in India. Chiara the gipsy, is the mother of the boy, and thinks she sees a source of plunder in the fact that the Major worships the little chap he has adopted. The Major's friend, Phil Marsden, gets his *conge* from Chiara and the first act ends dramatically, while Chiara discloses her identity to the Major at a picnic party. In the second and third acts the gypsies are thwarted at every point; young Tom, who has lost his head and his heart under the charms of the fair Chiara, is restored to sanity; and finally Major Dick is rewarded with the hand of Chiara.

It will be seen that Major Dick is the chief character of the play. Everything centres round his personality which dominates every body. A lazy, lounging, debonaire officer he appears at first sight, but the good heart below it all, is soon evident. The *deus ex machina* Rudyard was taken by Mr. C. H. Grace, who gave one of the most finished performances we have seen. There was no attempt to play to the gallery when the openings appeared, nor was there any undue dramatic tenacity. Mr. Grace was as natural in the part as if he played it every day in real life, and his delineation was undoubtedly the star effort of the performance.

As Chiara, Mrs. Grace was exceedingly successful, and amid a plethora of lovers, carried off the honours and dismissed their appeals with the urbanity of a Judge of the Supreme Court. An extremely difficult part, that of Chiara, the renegade gipsy, was admirably played, was entrusted to Mrs. H. M. Webb. The rapid change of feelings, from careless light-hearted gaiety to morose fanatical anger, was portrayed by Mrs. Webb with real histrionic ability. Occasionally, the situation seemed rather forced, but that was a blemish which may be attributed to a first-night's performance. Mrs. Webb looked the part to perfection; she toyed with the love-lorn boy, chaffed her gipsy companions, threatened the Major, and behaved with all the abandon of a child of the forest. The gipsy *Bess*, fertile with evil advice under the cloak of friendship, was well personated by Miss Hazeland, while *Tina* was a pleasant, good-natured, and characteristically English girl, as played by Miss Blair. Miss Wakefield's delightful Mrs. Rudyard. One of the richest parts was that of *The Urchin*, an irrepressible Londoner, to whom nothing in heaven or earth, or the other part of the earth was sacred. He poked fun at the

gypsies, badgered old Bendyshe, and tormented the life out of everybody on the scene. Mr. P. Tester's portrayal of the gamin was an extremely fine piece of acting. *Theodore Bendyshe*, who thinks himself a painter and inveigles Chiara to pose for him as Cleopatra, is supplied to be a lot of a crank, and as played by Mr. S. Northcote, proved provocative of much fun. Mr. L. J. C. Anderson was the "friend of the Major," who gave up—was thrown over by—Maya in favour of Dick, and although he was occasionally rather stilted in his style, his performance was, on the whole, above that of the average amateur. Mr. J. Hays was the squire and a proper squire he looked, keeping his nephew Tom (Mr. F. D. Davies) in leash with a firm hand. Tom, on the other hand, was an interesting study as presented by Mr. Davies, while Major Chapman's *Seib*, the gipsy, albeit it was a small part, was as good as anything seen on the stage.

The Hongkong A.D.C. have scored another success. In less capable hands "One Summer's Day" would seem insipid and trashy, but there is life and action and probability in it as presented by the A.D.C. and all connected with the performance may be congratulated on the result of their efforts.

The performance will be repeated to-night, and on Monday night.

## FANCY DRESS BALL.

## ROYAL ENGINEERS EN PETE.

It was an exceedingly happy idea which induced the members and non-commissioned officers of the Royal Engineers stationed in Hongkong to give a fancy dress ball, which took place in the Engineers' Theatre at Wellington Barracks on Friday night. There was a very large attendance at the ball, and from the variety of costumes represented, and the character of the roles assumed by the masquerade, it was evident that no little interest had been aroused in the event. The theatre, which is none too large for ordinary occasions, was crowded to overflowing, and, indeed, dancing during the earlier part of the evening was carried on in what might be termed a congested area, but everybody was in the highest good-humour and bubbling over, so that what might have been considered by some an inconvenience became a source of fun and amusement. The friends of the non-commissioned officers turned up in full force, amongst those present being Captain and Mrs. Watkins, and Lieut. Clark, R.E. The arrangements were under the charge of Q. M. S. Saunders, R.E., president; Q. M. S. Hunt, R.E., secretary; and a committee including Company Sergeant Major Hobson, R.E., and Sergeant Woodruff, Army Pay Corps. When the dancing was in full swing, the scene was not only exceedingly animated, but it was decidedly picturesque.

The sight of an alleged Yank dressed up in hayseed style prouetting with one of the Romany tribe, or a Canadian scout "making up" to a Dutch frau would have charmed the heart of a Hogarth. There was an alleged British workman on the scene, and he carefully sustained the character by refusing to work at any price. Some of the Court dresses were exceptionally good. Among the ladies, those who represented the plays of all nations, the Scotch lassie, the Pierrot, and various allegorical figures such as Night, Victory, Folly, and so forth, were complimented on the result of their taste. There was a large array of Indian dresses, the gallant Engineers being no doubt in a position to get the real thing from the Indian Troops across the way. As for Chinese representations, that character seemed to be remarkably popular, for there was a host of mandarins, literati, Chinese bluejackets, and all the rest of it. The Chinese coolie, however, was remarkably by his absence. In the course of the evening a flash-light photograph was taken of the party and it is to be hoped that the brilliance of the scene will be adequately brought out on the negative. The Engineers' band provided the music for the dancers and it was considerably after midnight before the gathering broke up. Refreshments were supplied at a buffet, and altogether the proceedings proved exceedingly enjoyable.

Among the characters represented at the ball were—Mrs. Hunt, Pierrot; Mrs. Minion, Stars and Stripes; Miss Gidley, Greek maiden; Mrs. Thomson, flags of all nations; Mrs. Oxberry, Night; Mrs. Thomas, Winter; Mrs. Goldenberg, Folly; Miss Sheffield, an American girl; Mrs. McLend, Scotch Lassie; Miss Edwards as Miss Moffat in Pantomime; Mrs. Gass, Flags of all nations; Mrs. Germal, Little Red Riding Hood; Mrs. Webb as a nurse with Baby; Mrs. McElvey, Flags of all nations; Mrs. Jacobs, Snake Charmer; Mrs. Frampton, Queen of Black Diamonds; Mrs. Mitchell, nurse; Mrs. Kynoch (Kowloon) Night; Mrs. Smith, Eighteenth Century Lady; Mrs. Wilds, Mrs. Blogg, and Mrs. Simons, Irish girls; Mrs. Hill; French Peasant; Q. M. S. Hunt, Chinese Sailor; P. Kohn, Alf, Cavellera Rusticana; Inspector Lawrence, Nabob; Mr. Tucker, Rajah; Mr. Hylander, Chief; Mr. Ross, P.W.D. Highlander; Sergt. Hewitt, A.S.C. Jockey; Corporal Mann R.E., Q.M.S. Minion, R.E., Torpedo Gunner Wilkes H.M.S. *Albion* all as "beefeaters," Q.M.S. Saunders, Pierrot; Mr. Evans, Toreador, Mr. Donovan as Chirgwin or the White eyed Kaffir, Mr. Howarth, Prince of Burnley, Mr. Howell, Supreme Court, Chinese Mandarin, Mr. Hill, Barrister, Company Sergeant Major Hobson, a British Workman; Mr. Huxley, H.M.S. *Centurion*, Black and White; Staff Sergeant Moses, R.E., a soldier off duty; Sergeant Major Jacobs; Albanian; Ex. Sergeant Major Smith, late R.G.A.; Crown Staff Sergeant Walshaw, a Country Squire—Sergeant Major Whitehead, Chief; Company Sergeant Major Logan representing the I.K.V.C.; Staff Sergeant Thompson, Clown; Staff Sergeant and Mrs. Olive, Chinese Mandarin and Lady.

## FIRE IN A STUDIO.

For some unknown reason there appears to be quite an epidemic of fires just now, and a remarkable fact in connection with them is that, in the majority of cases, neither the premises in which they break out, nor the contents are insured. One of these mysterious outbreaks occurred again last night in the ground floor of No. 127 Wellington street, which is at present unoccupied and empty. The fire, which started among some straw and rubbish left the previous day by the tenant who then left the house after occupying a floor for ten days only, spread up the staircase by means to the first floor. This occurred by means of a fire, which was used as a store-room and residential quarters by the *folks* of the shop. The flames consumed the staircase, and spread into the studio which was practically gutted, damage to the extent of \$3,000 being done, which is not covered by insurance. The firemen from No. 5 Station repaired to the spot and soon subdued the flames, the services of the men from the Central Station not being required. It is not known how the fire was caused, but as the door of the ground floor was open it is surmised that either a coolie or a beachcomber strolled in for a quiet smoke and rest, and carelessly dropped a lighted match among the straw and rubbish, and then seeing what he had done, bolted without stopping to give the alarm.

## FOREIGN TRADE OF CHINA.

## THE CURRENCY QUESTION.

The following is from the report of Mr. H. B. Morse, statistical secretary of the Imperial Maritime Customs, on the Foreign Trade of China for the year 1904.

The war appears to have been of minor importance among the conditions affecting the trade of China during the year. A large area of production and consumption was cut off, and trade was hampered, to some extent by the action taken by the Chinese authorities in restraint of those who would have made of the Chinese ports bases of supply for one or other of the belligerents; otherwise, and at a distance from the seat of war, the direct effect was not clearly perceptible. Indirectly, of course, some effect was produced. The monetary stringency, existing since 1900 and well marked at the end of 1903, became more pronounced as the war went on, and must be held accountable for some, at least, of the stagnation prevalent during 1904; it is probable that it was a potent agency in restricting the export of Chinese produce, and the thereby increasing the so-called "adverse balance of trade." Among Imports we find that textiles, a third of the whole, alone show no expansion, a fact due directly to the inflated cost of the raw material. These various causes have had their influence in producing the depression which characterised certainly the first nine months of the year, but among all other causes the fluctuations in exchange must not be lost sight of. Trade can adjust itself to a low exchange or to a high exchange, or even to a shifting exchange if the movement can be foreseen; but a state of things which introduces the element of gambling into the business of every day, which makes it impossible

are an indication of brilliant prospects for the coming year, assuming that no untoward conditions intervene to bring distress on the Empire.

The negotiation of the Commercial Treaties pursues its leisurely course. In 1902 was concluded the British Treaty, and those with Japan and the United States of America in 1903 to there has now to be added that with Portugal, signed in 1904, but not yet ratified. Two new Treaty ports were opened during the year—Kongmoon, in Kwangtung, on the 7th March, and Changsha, Hunan, on the 1st July. The total revenue of each treaty port is given as follows:—

Port.	Total Collection Hk. Tls.
Newchwang.....	60,703.9.2.8
Chinwangtao.....	13,529.5.4.9
Tientsin.....	2,009,198.2.5.3
Chefoo.....	731,201.1.3.3
Kiaochow.....	43,406.2.4.8
Chungking.....	50,118.9.1.3
Ichang.....	52,129.7.2.2
Shanghai.....	1,936,677.7.2.2
Chongchiao.....	1,356,677.7.2.2
Yochow.....	3,330,482.1.2.2
Hankow.....	2,740,222.5.8.1
Kiukiang.....	743,138.5.0.7
Wuhu.....	943,867.5.0.8
Nanking.....	216,821.2.1.4
Chinkiang.....	1,201,002.3.1.8
Shanghai.....	10,321,433.5.3.5
Soochow.....	76,699.7.9.6
Hangchow.....	702,956.7.9.9
Ningpo.....	684,176.1.4.8
Wenchow.....	56,813.4.3.0
Santau.....	139,623.3.6.1
Foochow.....	966,117.1.2.9
Amoy.....	836,429.5.0.2
Satow.....	1,550,624.0.6.0
Canton.....	3,016,595.7.8.1
Kowloon.....	314,122.7.1.4
Lappa.....	38,628.7.9.5
Kongmoon.....	8,744.0.0.0
Samsui.....	13,737.7.4.4
Wuchow.....	53,770.1.5.4
Klungchow.....	100,985.2.1.9
Pakhoi.....	14,668.2.1.4
Lungchow.....	24,440.6.8.1
Mengtze.....	1,571.6.1.2
Stemao.....	5,911.4.0.1
Tsengchow.....	5,911.4.0.1

Making a total of Hongkong totals 31,493,156 against Hk. Tls. 30,550,668 for 1903, being an increase of Hk. Tls. 942,488.

## VLADIVOSTOCK.

There are two places to which have been given the name "The Golden Horn." To one of these, with the development of Spring, the mind of man naturally turns. Not to that at Constantinople, which has had its history, but to that other Golden Horn out across the Pamirs, then beyond them beyond Mongolia, and across the forest heights of rich Manchuria. Out at the limit of the Primorsk, snugly sitting on Amur bay, lies Vladivostok and its magnificent Golden Horn. The mind of man may turn thither and in fancy he may see fleets manoeuvring, armies marching and counter marching, hear the mighty canons roar, but all the imagination cannot conjure a picture that will in part display the magnificence and impressiveness of the view to be obtained from looking down on Vladivostok, its harbour with all its shipping and then out over that magnificent Golden Horn to the lovely sea beyond in summer, and to the ocean of ice in winter. Ice, broken and tossed, piled many feet high, stretches mile upon mile into that outer beyond during the winter months producing one of the finest sights a man can look upon when gazing over Vladivostok's Golden Horn. At the present time, man's mind is not occupied so much with the Golden Horn and its beauties, as with that military and naval base, arsenal and railway terminus, the now historic town of Vladivostok. What is generally known of this picturesque and interesting place is very little; though there is much to know, and more to interest, in the history and conditions of the Russian advance post in the Far East and the immediate object of Japan's military and naval ambitions. In the year 1860 the treaty of Peking definitely ceded to Russia the whole of the Primorsk; that is, all the country lying east of the Northern and southern Ussuri rivers. The following year saw the Russian naval base of Vladivostok founded, where formerly existed a little Manchurian fishing village. As it was naturally to be expected from the conditions, it was a long time before the place could be developed as it is to-day. In the year 1875 it was a naval station and as such was naturally defended with fortifications requiring a garrison. An estimate of its size then and now may be made by a comparison of populations. In 1895 this stood at 34,500 including the military, naval, and official element. Prior to the outbreak of the war, the population had increased to 40,000 independent of the military, naval and official classes. Situated on one of the finest harbours in the world and being the terminus of the great trans-continental railway and telegraph, as well as the terminus of the Ussuri railway, Vladivostok promises of great attraction to the casual visitor. That remarkable looking red brick tower on top of the hill which overhangs the town is one of the greatest necessities of Vladivostok. It is the fire signal station which overlooks the whole town and its use may be appreciated when it is known that the greater part of the city is constructed of that highly inflammable material, wood, which unless carefully watched might lead to a devastating conflagration. It must not be thought that Vladivostok is altogether made of wood, although an excessively large percentage of its houses are, and it has wood paved streets. There are some very handsome, dark grey brick buildings in the main street which runs from east to west from the bay in the west, near the magnificent market square and past the handsome government buildings towards the east. The business portion of the town is in the west and here is the greatest accumulation of wood structures. One of the most remarkable houses is that of the Port Commandant, which overlooks, from the hill, the Admiralty gardens. Near by, may be seen the residence of the Governor-General of the Primorsk and the staff offices of the Commandant General. Further to the east are situated the naval and military club with a fine library building, then the Admiralty buildings—a fine brick pile overlooking the dock—and beyond one sees the extensive premises of the naval barracks and of the naval and military hospital. Other conspicuous buildings look exceedingly handsome amidst all the timber erections, are the Cathedral of the Holy Virgin and the Post Office. The present war, in the year 1891, was a visitor to Vladivostok and on this occasion he cut the sod of the southern Ussuri railway which was opened to traffic for 92½ versts on Feb. 13, 1895. As this railway is one of great importance to the defence of Vladivostok, we may feel sure that the Japanese will make great effort to cut it. On it are two important bridges, the first 170 miles from Vladivostok over the Lifu river, and the second, a three span structure, over the Ussuri, 590 miles from Vladivostok. To defend this stronghold, great defensive works have been, and are being developed. It is believed that the fortress contains a garrison of 80,000 men.—*Shanghai Times.*

## WAR "RISKS."

## HONGKONG RATES RAPIDLY RISING.

AN INSURANCE AGENT'S OPINIONS.

The shipping interests in Hongkong are, at present, greatly exercised and agitated over the turn of events brought about by the advent of the Baltic Fleet to these waters. As one of the great shipping ports of the world the importance of Hongkong cannot be minimised, and too much prominence can scarcely be given to the effect produced by the arrival of the Baltic Fleet in the Far East.

During the past few months shipowners have been in a continual state of anxiety regarding the safety of their vessels. They have had to consider the possibilities of capture, the chance of striking floating mines and all the ordinary manifold dangers of the sea. Now they have a new cause for anxiety in the uncertainty attending the objects and intentions of the Baltic Fleet. Nobody can forecast, or even surmise, the attitude of the "mirals" of either one or other of the belligerent armadas. They cannot guess whether the destruction of shipping may not be one of Admiral Rodzestvensky's ideas. In fact, to put it in the language of one who is in the best position to know, "It is a marvel if shipowners in this part of the world are able to keep at night."

Great as is the anxiety of shipping firms, the apprehensions of insurance agents can be none the less. The difficulty of estimating the risks involved by the proximity of the Baltic Fleet is almost insuperable. It was comparatively easy at the beginning of the Russo-Japanese struggle to impose a percentage which would cover war risks; and with the destruction of the Russian warships at Port Arthur the way was cleared for vessels to Japan. A few adventurous spirits tried to reach Vladivostok, but it is to be feared, the majority were unable to reach Russian soil. Now, however, a new situation has developed. The Baltic Fleet cannot be very far from Hongkong, provided, of course, it has not made for Saigon. A vast trade is being carried on in foodstuffs all over the China Sea, and every vessel engaged in that trade is subject to dangers which might well alarm the stoutest heart. The risks are apparent to anybody who has given the matter half a moment's consideration. In these circumstances, what are the Hongkong insurance companies doing? With the object of ascertaining their attitude, a representative of the *Hongkong Telegraph* called upon the secretary of one of the local Marine Insurance Companies for his views on the question of war risks as affected by the unforeseen developments which have taken place within the last few days.

The question was asked whether war risks had been increased since the Baltic Fleet had been heard of at Singapore?

"Since the beginning of the war," our informant replied, "shipowners and agents have been paying war risks, but it is impossible to lay down any general rate. To-day, the risk between Hongkong and Newchwang, or any port in Japan is one-half per cent. in addition to the ordinary rate. But the rate varies very greatly."

"Suppose a coal-boat wanted your war risk quotation?"

"If the boat came in to-day and left immediately for Japan she would probably have to pay only a half per cent. If she dilly-dallied until the Baltic Fleet might be in the vicinity she would not get a quotation at any rate. The fact of the matter is that marine insurance is largely a matter of intuition—you can learn the details of the business, but in quoting war risks a great variety of things have to be considered, and you can only arrive at an estimate intuitively."

"Is there a particular rate for special cargoes; would a coal transport be considered a higher risk than a boat laden with rice or a general cargo of foodstuffs?"

"It is impossible to lay down any hard and fast rule. Shipowners in paying a war risk at present look to the dangers arising from mines. It is probable that the Formosa Channel is honeycombed with mines, and we know that all the ports of Japan are mined, so that a vessel even if it be sent by a neutral to a neutral, with a cargo not considered contraband, is exposed to heavy risks. You cannot exactly say that one cargo is more liable to risk than another at present. But when the Baltic Fleet comes in sight the situation will be vastly different. For instance, a vessel might be leaving Hongkong for Japan to-day with a cargo of what the Russians would consider contraband. In ordinary circumstances we might take it that the vessel would make the run without incident. But suppose she struck a mudbank and could not get off. Then she would be an easy prey for the first Russian boat that came along; and that is not taking into consideration the dangers of mines."

"So that a half per cent. as war risk is likely to be increased every day that passes?"

"There can be no question about that. The Baltic Fleet should be within range of Hongkong on Friday, and then it is doubtful if we would take any war risks at all. But there are always special circumstances. In the case of an old customer, we might be willing to take the risk, whereas if a stranger came along we would not have it at any price."

"Then what about cargoes of coal from the Straits to Hongkong?"

"I should not think that you could get a war risk quotation for that, nor would you get it from Hongkong to the Straits."

In the opinion of our informant there will be no big engagement between the Baltic and Japanese Fleets. "The Japanese have too much to lose. What they will do is to harass the fleet. They will keep up a running fight at eight miles' distance. If they can cut off the colliers they will have gained their end. Probably they will send torpedo boats into the centre of the fleet. If they manage to destroy a couple of colliers for the loss of a few lives they will think the lives of these men well spent. But I do not think they will prevent the Baltic Fleet from reaching Vladivostok. That would be too much to expect."

To give but a faint idea of the amount of business which is being done in the aggregate by Hongkong Insurance Companies with head offices established in the Colony, apart from those represented by agents in Hongkong, the combined capitals and reserves available for marine insurance purposes of the three companies are set out as follows:—

	Paid-up Capital.	Reserves.
Canton Office.....	£20,000	\$1,481,739
China Traders.....	800,000	1,831,803
Union.....	1,000,000	4,182,633
Grand Total.....	\$2,000,000	\$7,500,175

The recent losses sustained by the insurance companies as the result of the capture of coal transports to Vladivostok may be partially made up in the increased premiums which it is safe to assert, will be charged for war insurance from to-day, provided, of course, that there is a fair percentage of immunity from total loss.

## THE VOYAGE OF THE BALTICERS.

INTERESTING DETAILS.

The progress and exploits of the now famous Baltic Fleet in the various stages of its long voyage to Far Eastern waters may not be uninteresting at the present time. Just on six months ago, or to be precise, on the 16th October, 1904, the fleet sailed from Libau, and shortly afterwards twelve warships were sighted off the island of Bornholm. The following morning 24 vessels anchored south of Langeland and coaled from colliers, exchanging salutes with the British cruiser *Helmdal*. On the morning of the 18th, six of the ships weighed anchor and steered northward from Fakkeberg (Denmark). The day after Copenhagen telegraph announced that the Russian fleet had passed the Great Belt and on the 20th, they were announced from the same capital to have assembled off the Scaw, to have finished coaling, and some vessels to have stemmed into the North Sea. It was subsequently reported from Frederikshavn that all the ships weighed anchor during that night and entered the North Sea. On arrival at Gefle on October 26th the Swedish steamer *Alfred* reported having been chased by and fired on by a Russian cruiser on the evening of October 27, and on arrival at Geste-münde on October 27, the German trawler *Sonnle* reported having been fired at for over two hours by the Russians off the Horns Reef fishing grounds on the west coast of Jutland. The schooner *Guyana*, on arrival at Aalborg on October 26 reported that she passed the Russian fleet sixty miles from Hors Reef at 6 p.m. on October 21, and that at 9 p.m. she saw a steamer with signals of distress flying, which sank before being reached. Then, of course, we know too well that on the 22nd October the fleet made an attack on the Hull trawling fleet, south of the Dogger Bank, and 20 miles from Spurn Point. The following day eleven Russian battleships and cruisers passed Dover, going west, and were subsequently reported from St. Catherine's Point, steaming south. It was on that date that a merchant vessel was stated to have been boarded by Russian torpedo-boat off the Isle of Wight, and the next we hear of the fleet was when seven torpedo-boats and two transports arrived at Cherbourg at 10 p.m. on the 23rd inst. The Norwegian steamer *Svalbard*, on arrival in London on October 24, reported having been fired on in the Channel by a Russian steamer on October 23. The next day seven destroyers and two transports left Brest, and the transport *Rosita* departed from Kiel after repairing her engines. On the 25th the transport *Kniaz Gortschakov* arrived in Brest Roads; and four torpedo-boats and a transport were signalled off Ushant. A report received from Copenhagen was to the effect that the Russian fleet fired on a Danish torpedo-boat when in Danish waters, the fleet began to arrive at Vigo on the 26th October, and on the 27th the cruiser *Svetlana* was noted as putting in an appearance at Villagracia. Two days after a portion of the fleet entered the Bay of Tangier, and a day later 22 vessels, including colliers and torpedo-boat destroyers, anchored in the Bay, and began coaling. On the last day of the month the following Russian torpedo-boat destroyers arrived at Algiers and coaled: *Bludskich, Redi, Buzshtchik, Bludov, Butni, Buzshtchik, and Bravi*.

On the 4th November the Foreign Office, in reply to a question by a shipowner, declared that it is not permissible for shipowners to charter their vessels for the purpose of following the Russian fleet with coal supplies. The same day the Volunteer cruiser *Yaroslav* passed the Bosphorus with coal and water, and joined the fleet which left Tangier, and steamed in the direction of the Atlantic. A telegram from the "Far East" stated, "My heart is with you and your dear squadron. The eyes of Russia are upon you. With this assurance the fleet steamed ahead, and on the 17th, November it became known that a supplementary fleet consisting of five cruisers, together with eight torpedo-boats had left Libau and passed Bornholm. The *Rion* and the other ships of the squadron anchored in Skaw Bay on the 18th November awaiting repairs to one of the destroyer's propellers, and news also came through of the disgraceful conduct of the crews of the ships while at Cana. On the 25th two battleships, three cruisers and nine transports anchored for the night in the Bitter Lakes, Suez Canal, while seven destroyers remained at Suez, whence they departed a few days later for Tangier and arrived there on the 2nd December. A day later the whole of Admiral Foksham's squadron had passed the Suez Canal, and the ships were observed to coal from colliers at Mushah Islands, between Obok and Jibuti. On the 6th December the cruisers *Oleg*, and *Isoroda*, the vanguard of Admiral Rodzestvensky's supplementary fleet, left Tangier on the way to Suez. The *Rion*, formerly the *Smolensk*, and two other ships, were then wired on to the home that the *Tsar* had decreed that a third squadron, not the Black Sea squadron, should be despatched to the Far East, and it was later announced that the date of its departure was fixed for January. On the 10th December the news came through that Admiral Rozhdzestvensky, with twenty-one ships of the Baltic fleet, had arrived at Mossamedes, a seaport of Angola, Portuguese West Africa, and there learned of the destruction of the Port Arthur Russian fleet. On the 11th they arrived at Angra-Pequena. Meanwhile Admiral Foksham's squadron remained at Jibuti awaiting the arrival of Admiral Bironovskiy's supplementary fleet. On the 19th the Baltic Fleet passed Cape Town bound eastwards, and news was also circulated that a third squadron was fitting out very hastily at Libau. The first day of the New Year found "Rodzestvensky's" squadron at Ile Sainte Marie, off Madagascar, while two days later Foksham's ships went into Passandaya Bay, in the island. January 8th witnessed the departure of the supplementary division from Suda Bay and on the 10th Admiral Bironovskiy was at Port Said with his squadron. Three days after the Balticers put into Diego Suarez, while Bironovskiy's fleet left Suez, and arrived at Jibuti on the 18th. It was not until a month later that the Russian third squadron left Libau for the Far East. The next day it became known that seventy ships of the Baltic squadron, including colliers, were at Nossi Bé, Madagascar lavishly buying stores, and a week later intelligence was received that the third squadron had passed Dover. In the first week of last month we published the news that nine German colliers and two steamers laden with stores, had left Port Said for the Baltic fleet, and on the 9th inst. stated that the entire Russian fleet had left Madagascar for Jibuti, subsequently being explained at St. Petersburg that it had gone there for the purpose of meeting the third squadron. On the 16th March, Foksham's supplementary division was at Port Said with his squadron. The day after, the *Nossi Bé*, Madagascar, on the 24th, and that its destination was unknown. Six days later the third squadron, under Admiral Nibogzoff left Suda Bay for Port Said, and afterwards continued their voyage down the Red Sea. For the time being the whereabouts of the squadrons was not revealed, and it was not until the 30th ult. that news was re-

ceived to the effect that the steamer *Dart* sighted, on 19th ult. thirty warships with fifteen colliers steaming eastward, 250 miles north-east of Madagascar, while at the beginning of the month we were told that the third squadron had passed Perim making for Jibuti where it arrived on 5th inst. Meanwhile the Balticers proceeded eastward, and at the close of last week it was learned that some of them had passed off Singapore and entered the South China Sea. The most interesting part of the voyage since the incident in the North Sea is about the commence and will be followed with keenness the world over.

## WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st April.

	1904.	1905.
Tytam.....	45' 10" below	26' 1" below
Bywash.....	27' 11" below	22' 7" below
Pokfulam.....	27' 11" below	27' 8" below
Wong-nai.....	41' 4" below	19' 0" below
Cheong.....	overflow	overflow

	1904.	1905.
Tytam.....	103,740,000	200,420,000
Bywash.....	—	1,630,000
Pokfulam.....	1,150,000	4,190,000
Wong-nai-cheong.....	506,000	10,613,000

Total..... 105,396,000 257,632,000  
Consumption of Water in the City of Victoria and Hill District during the month of March.

	1904.	1905.
Consumption.....	68,737,000	88,291,000 gallons
Estimated population.....	222,900	227,700

Consumption per head per day..... 9.9 12.5 gallons  
Insufficient supply in force during the whole month of March, 1904, and from 28th March, 1905.

Consumption of Water in Kowloon Peninsula during the month of March.

	1904.	1905.
Consumption.....	12,915,000	12,770,000 gallons
Estimated population.....	66,850	72,550
Consumption per head per day.....	6.2	5.7 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,  
Water Authority.

## FAREWELL TO THE REV. SOUTHAM.

To-morrow the Hongkong branch of the Young Men's Christian Association will lose an energetic worker in the person of the Rev. W. J. Southam who, for more than five years, has been working in the interests of the great institution, and whose labours as general secretary will be greatly missed during his absence in the home country. As mentioned in our columns last evening, the Chinese department of the Association held a meeting on Saturday to bid farewell to the Rev. and Mrs. Southam, and at the invitation of the Board of Directors and Committee a large gathering of members and friends assembled yesterday under the auspices of the European department, in the decorated hall of the headquarters, in honour of the revered gentleman. The chair was taken by the Hon. Mr. F. H. May, who, after reading a communication from the Bishop of Victoria expressing his regret at being unable to be present and eulogising the good work of the Rev. Mr. Southam, alluded to the earnest endeavours of their departing secretary to found a branch of that great brotherhood in which men might materially assist one another. It was with that object that Mr. Southam was sent to Hongkong by the International Committee more than five years ago. His first work was the founding of the Chinese department, which was now in a very flourishing condition, and then Mr. Southam made a start with the European branch—a work of much greater difficulty. It was a new thing, and all knew how difficult it was to initiate something out of the common. Apart from the fact that in Hongkong the men able to give freely were few and the calls on them many, there were few permanent residents in the Colony. Yet in spite of this, concluded the speaker, Mr. Southam would leave them conscious of good work well done, and after all, what are the short-lived triumphs in the field of sport, in the arena of athletics, in commerce, politics and even science itself, compared with the consciousness of having done something to lighten the burden of your fellow-men and to help in the battle of life. (Applause)—Mr. J. Dyer Ball then addressed a few words to the company on behalf of the European department, following whom Mr. P. H. Holyoak voiced the feelings of the members on the work of Mr. Southam during the long time spent in their midst—Mr. C. C. Rutledge, who has been appointed acting general secretary during the absence of the Rev. Mr. Southam, said farewell to their departing secretary on behalf of the members and non-members, after which he handed Mr. Southam a purse of gold as a slight acknowledgment of the many services he had rendered the Y.M.C.A. The gift having been suitably acknowledged the proceedings terminated.

## OUTRAGE AT WUCHOW.

A PROTEST LODGED.

[From Our Correspondent.]

Two English residents of this port were recently crossing the river when they passed a sampan man pulling his old craft wearily to the other side of the waterway. They had not proceeded far when another boat, containing eight or nine Chinese soldiers, came gliding up and when within about a dozen yards of the foreigners' craft opened a shower of bullets which the sampan man dodged with a celerity and agility that the Europeans remonstrated with to them, and upon inquiries being made were told that the man in the third boat was a notorious robber, heavily armed and with a load of loot in his craft. An inspection was at once made and resulted in the finding of the bullet riddled body, no arms and no loot, while the soldiers were unable to identify the man. It is understood that the matter has been reported to the Chinese authorities by whom it is hoped prompt and stern measures will be taken, not only to ensure the safety of foreigners on the river at this port, but also to show that even the wearing of a soldier's uniform in China will not warrant the shooting of a native sampan man.

The transport *Swanley* left Shanghai on 5th inst. for Odessa with upwards of 950 sick and wounded Russian soldiers as well as convalescents from Port Arthur on board.

## THE LATE MR. H. L. NORONHA.

It is with regret that we have to record the death of Mr. Henriques Lourenco Noronha, one of the two partners and, until his death, the manager of the old-established and well-known firm of Government printers and publishers—Messrs. Noronha & Co., of Des Vaux Road. He died, after a short illness, from bronchitis early this morning. The eldest son of the late Mr. Delino Noronha, the founder of the firm, Mr. H. L. Noronha was the first to derive the benefit of his father's progressive ideas in providing for his children a liberal education abroad, his youngest brother being educated since childhood in one of the best colleges in Paris. Endowed as he was with a good English education, at an early age, the late Mr. Noronha, following in his father's footsteps, was, after a commercial course, admitted into the publishing business established in the Colony. Soon he assumed the management of the firm, relinquishing it only to take up an appointment in the service of the Straits Settlements Government as Superintendent of the large Government Printing Office in Singapore, where he was well known. Later he was appointed a member of the Board of Examiners by the Straits Government. His compilation of the "Analytical Index to the Bankruptcy Laws" of the Straits has been found to be a most useful and valuable compendium by the legal profession in the sister colony, where his knowledge of the customs and forelore of the Malay Peninsula secured for him a councillorship in the Singapore Branch of the Royal Asiatic Society.

Shortly before his father's death in 1900, Mr. Noronha returned to Hongkong and soon after associated himself again with the firm of Noronha & Co. whose affairs he assumed joint control of with Mr. J. M. de Castro Basto, his partner, until his death. The deceased was a member of the board of directors of the Club Lusitano, being only yesterday afternoon re-elected for another term of office. Out of respect to the deceased the flag at the Club-house was half-masted to-day, his colleagues on the Board issuing a circular inviting all the members to attend the funeral which takes place to-morrow morning. The cortege will start from Blake Pier at 8 a.m., reaching the R. C. Cemetery, Happy Valley, by 9 a.m.

The remains of the late Mr. H. L. Noronha, who died at his residence yesterday, were laid to rest in the Roman Catholic Cemetery at Happy Valley this morning. The Rev. Father Spada read the funeral service at the Cemetery Chapel, where a large number of friends and representative members of the Portuguese community attended to pay their last respects to the memory of the deceased. There were many and beautiful floral tributes to the esteem in which deceased was generally held. Among the numerous wreaths and crosses were noticed those from the directors of the Club Lusitano, Messrs. Guedes & Co., the Hongkong Printing Press, the Eastern Printing Office, L. Noronha, and from the General and Chinese Staff of Messrs. Noronha and Co. Others included those from Mr. Shi Ping Kwong, Mr. Shi Chan Kwong, Mr. Lo Cheung Shui, Mr. and Mrs. W. Logan, Mr. and Mrs. J. J. Figueiredo, Mr. and Mrs. T. d'Almeida, Mr. and Mrs. A. da Rosa, Mr. and Mrs. A. da Silva, Mr. and Mrs. A. A. da Silva, Mr. A. da Silva, Mr. J. I. de Selavias Alves, Mr. A. J. Gomes, Mr. and Mrs. M. Guimaraes, Mr. and Mrs. H. J. M. Carvalho, Mr. F. Shroff, Mr. Augusto J. Gomes and Mr. L. Xavier.

## BANGKOK DOCK CO.

A couple of years ago the then Chairman of the Bangkok Dock Co., Mr. E. H. Finch, gave a distinct promise at the annual general meeting that a suggestion to declare an interim dividend at the end of six months, would receive the serious consideration of the Directors. The suggestion has not been adopted, and it has not been thought worth while to offer any explanation to the shareholders, which would assure them that the matter had at least been considered. It seems natural to assume that there has been no thought of discounting in this, but that the reason lies simply in the difficulty experienced in finding any good ground for refusing to follow the example of other similar industrial companies paying a steady dividend of over 10 per cent. The big docks of Singapore and Hongkong produce their half yearly balance-sheets, but it was not proposed to disturb the established custom of the Bangkok Dock to that extent. No shareholders will doubt that the directors make themselves conversant with the exact financial position of the Company month by month, or that they could safely fix a reasonable dividend at the end of the half year. A much younger company, the Siam Electric, has hitherto made its financial period six months, but is shortly to adopt the plan of an interim dividend. If that cause no difficulty in the case of the younger organisation, it is difficult to understand why an old established company like the Dock, with a very comprehensive staff, should not be able to do so much. Anyhow, on the face of it, the suggestion is reasonable enough; it cannot be considered in any way vexatious; and, if only to give an assurance that a promise publicly made by the Chairman is seriously meant, the reasons that have influenced the directors should have been as publicly stated by this time.—*Bangkok Times.*

## THE KWANGSI REBELLION.

A TEMPORARY LULL.

A correspondent, who has returned to the Colony after an extended tour throughout the Southern and Central districts of Kwangsi Province, writes bearing out the report which recently appeared in these columns to the effect that the rebels had stopped operations for the time being. He does not agree with the statement of the Canton Viceroy, but, basing his reasons on reliable material, avers that the temporary cessation of the rebellion is because that in 1904 there were three good crops of rice gathered in by the natives. He states that if the harvests are equally as good this year the rising may not break out for some time to come. This, he says, is borne out by the fact that, although the Viceroy informed the Government the rebellion was at an end and expressed a desire to be allowed to proceed north, he was ordered to remain at his post for another year in order that the Imperial authorities might see for themselves exactly what was the conditions of affairs in Kwangsi.

ACCORDING to a Japanese paper, at Exhuitse on the 10th ult., a Japanese company, five miles north of Mukden, was suddenly confronted by 4,000 Russians. The Japanese expected annihilation, but the Russians making no movement, the Japanese Captain sent an orderly to invite them to surrender, and on the second attempt the Russian regimental commander accepted the invitation, and the 4,000 Russians surrendered to one Japanese company without firing a shot.

## INTERPORT CRICKET.

SHANGHAI'S THANKS.

At the annual meeting of the Shanghai Cricket Club, the Chairman (Mr. A. P. Wood) said that the team they were able to send to Hongkong made a very good fight indeed. They were a united team and worked splendidly together. That was half the battle in all cricket matches. Although they were unable to bring back Shanghai's lost flag, they did their best, and much better than was expected. "The thanks of the Club are due to the Hongkong Cricket Club and the friends who did so much for our team, who all returned saying they had never had a better time, and everything that could possibly be done had been done to make them thoroughly enjoy the visit to Hongkong. I am sure that all the members with join with me in thanking the Hongkong Cricket Club." (Applause.)

Mr. Dew raised the question of colours to be worn by Interport teams, and requested the Committee to elect some definite colours for Interport teams. He remarked that "the Captain at Hongkong specially asked us not to wear them and white caps—the Club colours. The Chairman said that the colours of the Club had always been red and white."

Mr. Dew pointed out that the Interport teams had worn three different colours. He thought they should have different colours to the rest of the Club, but that definite colours should be fixed on.

## SOUTH CHINA ARSENAL.

FOREIGN DRILLED TROOPS.

[From Our Correspondent.]

Wuchow, 7th April.

It may not be generally known to the majority of your readers that some sixty-five miles up the North River from Samsui, at the town of Ching Yuen, there is an important arsenal where the Chinese Government are manufacturing arms and ammunition in large quantities. These are being sent to various centres in the Southern provinces, where it is noticeable that many bodies of foreign-drilled troops, with their bugle bands and kettle drums, are almost daily on parade.

## GUARDBOAT CAPTAIN BEHEADED.

APPARENT MISUNDERSTANDING.

[From Our Correspondent.]

Wuchow, 7th April.

It is reported here on very good authority that the captain of a guardboat at Tang Yuen, some forty miles above Wuchow, finding that his salary of Tls. 9 was not sufficient to pay his way and keep his boat in a proper condition, petitioned the Governor of Kwangsi to be allowed to do away with one of his crew and devote the man's salary to the upkeep of the guardboat. This official did not reply to the communication, but some days later the captain was arrested, taken to Wuchow and beheaded, it being alleged that he had squeezed one man's salary, amounting to something like Tls. 4. The relatives of the dead man subsequently obtained the body and with a view to ensure a satisfactory loss for the departed stitched the head on the body and proceeded with the customary burial rites. Considerable indignation is felt at the execution of the Viceroy, as it is thought that the captain undoubtedly had obtained permission before taking the salary of the sailor and applying it to the upkeep of the boat.

BANK BURGLARY IN HONGKONG.

NEARLY A QUARTER OF A MILLION STOLEN.

An exceptionally daring burglary, carried through with great dash and audacity, was committed at the premises of Sui Hing, banker, 100 Wing Lok Street, in the early hours of Sunday morning, and money and securities aggregating \$216,000 were appropriated. No clue to the perpetrators of the burglary has been found, and the proprietor of the establishment can offer no suggestion as to any suspected party.

When the premises were locked up on Saturday evening, the money, promissory notes, scrip, and shares belonging to the firm were placed in the safe—one of the old-fashioned iron box affairs. The safe stands in the ground floor of the business, and the door to the room in which it is, is stated, three servants sleep. About 3 o'clock on Sunday morning one of the partners awoke with the uneasy feeling that there was some stranger in the house. He immediately went to the next room, and was shocked to find the safe standing wide open and its contents rifled. He gave the alarm to the whole household, but the burglar had fled, taking with him everything of value he could lay his hands upon. When the proprietor came to measure the extent of his losses he was dismayed to find that the burglar had taken \$4,648 in ready cash, mostly notes of small denominations, although there were one or two of \$100 each. Bills and securities to the value of \$211,362 has also disappeared, besides scrip for ten Hongkong Banking Corporation shares, the office chop, and various scrip. It will be practically impossible to trace the bank-notes, but the securities should be recovered unless the burglar, finding that he cannot dispose of them without involving the risk of his own capture, should wantonly destroy that evidence of his crime. As for the promissory notes, they are of no use to anybody except the drawer, and it is not at all likely that the Bank shares will be sold, certainly not on the local market at any rate.

As previously remarked the proprietor of Sui Hing says he has not the faintest suspicion who the burglar could be; he has no enemies that he is aware of, and it is unlikely, in his opinion, that a person would burglarise a house merely to get back a promissory note. It is the cleverness and the cool manner of proceeding about the matter that will arouse attention. From all that can be seen the burglar entered by a skylight on the roof of the house. He found his way to the basement, past half a dozen sleepers, and yet he must have trod so lightly that he never even stirred the repose of the slumbers. Then he lifted a key to the lock of the safe, carefully selected what he wanted, and wandered away the same way as he had come. He had fingered the papers so gently that they do not seem to have rustled even, otherwise the three servants sleeping in the adjoining apartment, separated by a thin partition from the safe, would almost certainly have heard the noise. The fact that he had a key upon him, with which to manipulate the lock would seem to hint at inside complicity, but Sui Hing scouts that notion.

It is stated that the bank does not usually keep such a large stock of money in the house, but on Saturday evening, after the sales of the day, several tradesmen brought their takings to the bank, with the result that the value of the money and securities totalled nearly a quarter of a million of dollars. Of that sum, it is possible that the burglar may manage to secure for himself \$5,000 or more, but the rest is valueless to him. The story reads like an amazing puzzle; the crime might have been committed by a somnambulist, for all the traces left behind. And the curious part of it is that nobody can even hint at a possible clue. The police were informed of the occurrence on Sunday forenoon, but up to the present time, not a vestige of the missing money has been seen or heard of. It is a mystery which will give the police authorities something to think about for some time to come.

JAPANESE PRINCE ARRIVES

IN HONGKONG.

As mentioned in our columns last evening Prince and Princess Arisugawa who are en route to Germany, where they will represent the Mikado at the wedding of the German Crown Prince, were expected in Hongkong last evening on board of the *Prinz Heinrich*. The steamer arrived here about six o'clock and was immediately boarded by Mr. M. Noma, the Consul for Japan, who was accompanied by Mrs. Noma and the leading Japanese merchants of the Colony. It was then learned that His Highness the Prince, who is a cousin of the Emperor of Japan, had contracted a severe cold which had prevented his leaving the ship at Shanghai, and which has since kept him closely confined to his cabin. Consequently he was unable to meet the members of the Japanese community of Hongkong, who, however, were received by Princess Arisugawa, who subsequently entertained them at dinner with Mr. Saito Totoro, Director of the Court Treasury, Mr. Ito Yukichi (son of Marquis Ito) Marshal of Court, Mr. Hanu Kinsaku, Chamberlain to the Crown Prince of Japan, Captain Bawa Kinsaku, of the Japanese Navy, Major Hishida Kikuro, Artillery, Mr. Mmura Ishinoske and Mrs. Hashino, Lady in Waiting, by whom their Highnesses are accompanied. Had it not been for the indisposition of the Prince the party would have stayed at the Hongkong Hotel where arrangements had been made for their stay pending the departure of the German mail steamer tomorrow. His Highness, being unable to land, this morning sent a military officer ashore and accompanied by the secretary to the Japanese Consul he paid an official visit to Government House. At noon the party, including Princess Arisugawa, were entertained by Mr. and Mrs. Noma.

HARBIN ARSENAL DESTROYED.

An expanded cablegram printed in Manila exchanges, and dated from San Francisco on 4th inst., states that a bomb explosion in a Russian arsenal at Harbin was the cause of a terrible disaster to the Russian arms. Seventy-five men, mostly soldiers, but some of them civilian employees of the ordnance department, were killed and a great many others were wounded. The official explanation is that two workmen were filling the shell when through carelessness on their part it was exploded. The concussion set off other shells and in an instant the entire contents of the arsenal, numbering millions of projectiles, went up in a solid column of flame and smoke, and a thundering detonation shook all Harbin. Houses were wrecked for many yards about the arsenal, people were thrown violently to the ground, and cavalrymen patrolling the streets of the town were unhorsed. Every one in the arsenal perished. The loss to the Russian army is a severe one, as the munitions destroyed were intended to be used by Lidenich's army, and it will be weeks before a new supply can be brought over the trans-Siberian railroad.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

ANNUAL MEETING.

10th inst. The Hon. Mr. R. Shewan presided at the twenty-first ordinary annual meeting of shareholders in the Hongkong Rope Manufacturing Co., Ltd., held this forenoon at the Company's offices, St. George's Building. Others present were Dr. J. W. Noble, Messrs. H. P. White, A. J. Raymond (Consulting Committee), Rung Wa Chun, and R. Henderson (secretary).

The notice convening the meeting having been read,

The Chairman said:—Gentlemen, with your permission we will take the report and accounts which have been circulated for some time past as read. I have very little comment to make on them. The year 1904 was a very quiet year for us. Our total turnover was with 10 tons of the previous year, and our gross profits about \$5,000 more. The net result is almost the same, viz., \$121,137.07 with which it is proposed to place to reserve fund \$10,000, and pay a dividend of 20% absorbing \$100,000, leaving \$11,137.07 to be carried forward to credit of this year's account. The hemp market at Manila experienced the usual fluctuations during the year, but on the whole the price was slightly lower than before, and this year, I am glad to say, we have bought at slightly lower prices still. It is to be hoped that this downward tendency may continue for the high cost of rope curtails the demand as it conduces to economy on the part of consumers who are naturally not inclined to buy as much rope as to 40 cents as they used to do when the price was only 15 to 20 cents per lb. A high rate of exchange, which so many people pray for, is also anything but a blessing to us for it makes our product dearer in countries with a gold currency or gold standard such as Australia, India, Java, etc. But in spite of the effect of dearer raw material and higher exchange our business is in a sound position, our markets are widening, and our rope is becoming favourably known in places it had not reached before, and any check to the local consumption caused by higher prices will, we trust, be only temporary and disappear as the shipping trade recovers from its present depression. Owing to slackness of business and accumulation of stock the factory was shut down in the months of July, August and September, so we still have every facility for filling a much larger demand than any we have yet had. The accounts are very simple, and I do not think require any explanation, but I shall be glad to answer any questions about them before I move that the report and accounts be adopted.

There being no questions, the Chairman moved, and Mr. Rung Wa Chun seconded, that the report and accounts as presented be adopted and passed.

Carried.

CONSULTING COMMITTEE.

On the proposition of Mr. Rung Wa Chun, seconded by the Chairman, Messrs. A. J. Raymond, D. E. Brown, H. P. White and Dr. J. W. Noble were re-elected to the Consulting Committee.

AUDITORS.

Mr. Raymond proposed, Dr. Noble seconded, and it was agreed that Messrs. T. Arnold and W. H. Potts be re-elected auditors.

The Chairman:—That is all the business, gentlemen. The dividend warrants are now ready.

MACAO EXCURSIONS.

THE PLEASURE RESORT OF HONGKONG.

12th inst. Of all the "resorts" in the vicinity of Hongkong favoured by the daily drudge, the pleasure-seeker, and the excursionist, there is none that can be compared with Macao. The Portuguese possession, which is within three hours' run of Hongkong, with its free and easy ways, its delightful climate, and charming scenery, has long had an attraction for the people of Hongkong. The average man who decides to take a trip there finds the time well spent; in fact he might fancy himself at another Ostend. If he is a shy and diffident youth, a couple of trips will establish him in the eyes of all as a sort of the first water.

The Macao season begins actually next month, although the popularity of week-end excursions would almost lead one to believe that it had already commenced. By and by the exodus of Hongkong families to Macao will be in full swing, and fortunate it is that they have a resort at hand so genial and inexpensive. For those who cannot afford a trip to Japan or Europe, Macao could not be excelled, and that fact is too well known and recognised in Hongkong to need emphasising. The business man can send his wife and children to enjoy the balmy air of the Portuguese colony, and himself run across for the week-end.

There are many beauty spots around Macao, where the visitor may idly pass the time, watching the life on the beach or gazing at the scenery of the hills. During the summer evenings, the beach, which is commonly known as the Area Preta, is crowded with ladies and children bathing in the calm waters which surround the Colony. All the elite of Macao is there, and visitors from Hongkong miss one of the sights of the settlement if they fail to see Macao as a sea-side resort. Special matsheds—public and private—are erected for the use of the bathers. The rent of \$2 for the season of three months is temptingly low. Montanha Russa, overlooking the beach, is another favoured spot, while the little eminence at the crescent of the bay in Casilha is a charming situation where many congregate in the summer afternoons.

We might offer a suggestion that Bella Vista, with its memorable tombstones, dating from the seventeenth century, bearing their Dutch and English inscriptions, might well be laid out in the same artistic manner as the Government has done on the hill opposite.

There is now a little kiosk, where refreshments are sold, and it is likely to be well patronised during the coming season. Mr. William Farmer, the popular manager of the Macao Hotel, will be found as courteous as ever in catering for the requirements of Hongkong visitors.

Supplementing the excellent service now maintained by the *Huengshan, Wingchai, and Yingking*, it will be seen by our advertisement column that a new arrangement is to come into force on the 16th inst., by which it will be possible for an excursionist to leave Hongkong on Sunday morning and return the same night, by the *S.S. Honan*. The fares for the Sunday trip have been reduced 50 per cent on the week-day tariff by the *Huengshan*. The enterprise of the Hongkong, Canton and Macao Steamboat Company is likely to be rewarded by a large influx of passengers for Macao, and the Portuguese possession should also benefit by the new arrangement. From all these signs then, it may safely be asserted that Macao as a health and pleasure resort will prove more popular than ever this season.

MAGISTRATE'S DECISION.

APPEARED AGAINST.

10th inst. At the Supreme Court this morning the Chief Justice (Sir H. S. Berkeley) and the Puisne Judge (Mr. T. Sercombe Smith) heard an application for the re-hearing, before the Full Court, of a charge of common assault heard and determined by Mr. F. A. Hazeland at the Magistracy in February last. It may be remembered that the account of a Chinese shop, No. 120, Queen's Road West, was recently fined for being in illicit possession of opium, and it subsequently transpired that a servant boy, named Mok Shui, had been in the habit of fetching opium for the account of the premises, who concluded that it was he who had given information to the excise officers which led to his being fined for being in illicit possession of opium. It transpired during the hearing of the case of assault that the boy was brutally treated, as a result of which the accountant and five other men were charged and convicted and sentenced to imprisonment for six months with hard labour, without the option of a fine, and six hours in the stocks.

It was against this decision that Mr. H. E. Pollock, K.C. (instructed by Mr. D'Almada Castro, Messrs. Bruton, Hett, and Goldring) appeared in Court this morning on behalf of the six defendants, Li Ngok, Chung Uo, Li Hu, Leung Luk, Lu Wai, and Li Hon, while the Attorney-General (Hon. Mr. E. H. Sharp, K.C.) represented the respondent.

Mr. Pollock explained that they were before the Court on a motion made by the appellants for the re-hearing before the Full Court of a charge of common assault, which was heard and determined by the Police Magistrate on the 22nd February. Their Lordships would see from the form of the notice of motion that, in the first place, the appellants were asking for a re-hearing generally upon the facts of the case with leave to adduce fresh evidence; and, secondly, they were submitting to the Court that there ought to be a re-hearing on the grounds that the sentence which was passed upon the defendants was excessive. With regard to the general question of the sentence being excessive, Mr. Pollock said he would show their Lordships that the evidence given before the Police Magistrate certainly weighed unevenly upon the defendants relatively one to the other, and he submitted that, as a general principle, the case was unlike one, for instance, where six men start out, some of them being armed to commit a robbery, as each of the six would be responsible for any of the acts committed by any of the others. But it was rather a case of a situation suddenly occurring in the presence of several people, and if the Court could see that there was a different degree of blame attaching to the people in the present case there ought to be a differentiation in the degree of the penalty. He submitted, primarily, it would have been the duty of the Magistrate, assuming he was of opinion that the sentence penalty he could impose in his jurisdiction was insufficient as regards some of the defendants, to have sent them for their trial at the Sessions. With regard to the evidence given in the case, their Lordships would see that practically the evidence against the defendants rested, he might say, solely upon the evidence of the boy himself, the complainant.

The Chief Justice intimated that no fresh evidence could be adduced at the present stage, and

Mr. Pollock alluded to the New Territories. Land appeal case where it had been allowed. The Chief Justice remarked that, had he been sitting he would have been inclined to refuse the application as a matter of principle, and in the present instance he could not receive any other evidence.

After further argument the application was disallowed with costs for the respondent.

RENT COLLECTORS NOT AGENTS.

12th inst. At the Supreme Court this morning before the Puisne Judge (Mr. T. Sercombe Smith), Yeung Sui Ngam, of 26 Connaught Road, sued Hop Nam Loong, of 33 Newmarket Street, for \$85, being one month's rent of the first floor of 26 Connaught Road, West in lieu of notice and \$10 for damages done to the walls and loss of the door key. Mr. E. A. Bonner (for Messrs. Denny and Bowley) appeared for the plaintiff, and Mr. C. E. H. Beavis (for Messrs. Wilkinson and Grist) represented the defendant. In delivering judgment, said it was not proved, and it was for the defendant to prove in the strictest possible manner that notice of his intention to quit the premises was validly given to the plaintiff. As a general rule the rent collector was not an agent on behalf of his landlord to receive a notice to deliver up possession of premises at any time. It might be a custom among the Chinese for the rent collector to receive such notices, but that could not be accepted by the Court. It seemed to him if a notice had been delivered to the collector in the present case it was not valid and would not affect the plaintiff. So he came to the conclusion that no valid notice of any kind had been given by the defendant to the plaintiff, and thus relieved him (his Honour) from considering the question as to whether the defendant was still in possession at a given date. He thought the damages were excessive and having reduced this by fifty per cent, he gave judgment for plaintiff for \$35 and costs.

BANKRUPTCY MATTERS.

13th inst. Several small Chinese cases came before the Chief Justice, sitting in bankruptcy jurisdiction at the Supreme Court this morning, in one of which, Wei Leung Shek, Mr. C. E. H. Beavis appeared for the debtor, who petitioned for a receiving order. Mr. Beavis pointed out that, according to debtor's declaration his assets consisted of furniture, valued at \$300, jewellery to about the same value, and about \$1,000 in cash, in addition to a claim against the firm of Holliday, Wise & Co. for the amount of money deposited with them as security during the time the debtor was connected with that firm as a contractor. His unsecured debts were \$5,000. The usual order was made, Mr. G. H. Wakeman being appointed trustee.

In the matter of the Wai Yuen Company, lately trading as ship chandlers, at 114, Des Vaux Road, Central, Mr. Dixon stated that at the first general meeting of creditors held at the Official Receiver's Office yesterday afternoon, it was resolved to adjudge the debtor bankrupt. The public examination of two members of the firm were then proceeded with and a receiving order was subsequently made. Following this the Court proceeded with the public examination of Li Lai, of No. 126, Connaught Road, Central, trader, and made a similar order.

The *Makut Raja Kumar, Suarib, Ball, Ran Ruk, and Muratila* of the Siamese Navy, who have been manœuvring and returned to Bangkok in the Gulf of Siam under the direction of Rear Admiral H. R. H. Prince Krom Mun Chum-porn.

A DEAL IN GLASS.

13th inst. The sum of \$904.05 was claimed as damages under a contract for the sale of glass, by Messrs. A. Ross & Co., who, this morning, sued the Man Hing Loong, before the Puisne Judge (Mr. T. Sercombe Smith) to recover the amount. The plaintiffs were represented by Mr. H. Hursthouse (Messrs. Denny and Bowley) and Mrs. F. X. D'Almada e Castro appeared for Sun Chuen Leung, who had been served as a partner; otherwise the defendants were not represented. At the outset Mr. Hursthouse explained that the only question was whether the man served was a partner or not. There was no doubt about it that the person who entered into the contract on behalf of the defendant firm was the man served with the writ. Subsequently Sun Chuen Leung advertised his retirement from the firm, but later asked for time before taking delivery of the glass under the contract. Evidence was heard, and judgment was given for plaintiffs with costs.

SOLDIER'S STRANGE DEATH.

ACCIDENTAL POISONING.

10th inst. At the Magistracy this afternoon, Mr. F. A. Hazeland, sitting as Coroner, held the inquiry into the circumstances attending the death of one Unai, a private in the 119th Mahrattas, which occurred on the 27th ult. The following jury were empanelled: Messrs. Walter Daniel (Foreman), K. N. Mody, and Somerville.

Shek Otor Ali said he belonged to the same 119th Mahrattas regiment as deceased, who was a Mahomedan. On the night deceased died witness went to see him at 9 o'clock, to take a lesson in the scriptures as usual, and found him well and in good spirits, and he stayed about an hour. He never heard deceased say he was sick of life, and he never heard him threaten to take his life.

Mahomed Alim, who was in the same company as the deceased, stated that on the night before deceased died he did not hear him complain of feeling ill, of having had any bad news, or of being tired of life. He was still in bed when witness got up early the next morning. He did not know if deceased got up in the middle of the night. He remembered deceased going to hospital, but did not know before he was taken there that he was ill. He was a married man and his wife was in India.

Shamat Khan, a private in the 119th regiment, stated that he slept in the same room as deceased. On the night of the 27th witness went to bed at 10 o'clock. Deceased was then sitting on his bed. He did not complain at all of being ill. At six o'clock next morning, deceased was still sleeping in his bed. At seven o'clock when he returned to the room he saw that the deceased was sick. He was then in the doory ready to go to hospital, and was senseless. Witness saw him carried away to hospital.

Ahmed Ali Khan said deceased complained to him about half-past five that he was feeling ill. He was there in his bed. Witness then went to fetch a dooly to take him to hospital. That was about six o'clock; when he returned with the dooly, deceased was sitting up but was not senseless, though he did not reply when spoken to. Witness felt his head and found he had fever. He was senseless when he was removed to hospital. Deceased did not go out that day at all.

Another Indian deposed that he was the Company cook, and on the 27th ult. witness cooked the evening meal for deceased, who, that night, only ate bread which witness made. He used the usual flour, and nothing else.

Captain W. Luke, of the Indian Medical Service, stated that he was medical officer in charge of the 119th Infantry. He saw the deceased first between seven and half-past seven on the morning of the 28th ult. The man was then senseless, and had slight fever, and was unconscious of any painful pressure. He did not respond when called upon. His pupils were widely dilated, and insensible to light. His skin was warm, and his organs apparently healthy, the heart beating forcibly, and there were no signs of any disease—such as enlarged glands, etc. In witness's opinion deceased died from poisoning from a vegetable alkaloid, such as datura. Suicide is rare among Mahomedans, and is uncommon in India generally. The religion of Mahomedans is against suicide. Datura is used as a powder to alleviate pain, and is also smoked in cases of asthma, and is a specific among the natives for colic. There have been a good many cases of colic among the Indian regiments in Hongkong, due to the cold winds. Deceased's quarters searched by witness's assistant, but nothing was found. There was no difficulty in obtaining this datura in Hongkong.

His Worship shortly reviewed the evidence in his charge to the jury, and pointed out that what they had to consider was whether the poison was administered by another to murder deceased; whether he took it himself to commit suicide; or whether he took an over-dose accidentally. As regards the first point no evidence had been adduced to suggest that the man was murdered. On the second point it was evidence that the man was of a happy disposition, and on good terms with all his comrades. On the point of his accidentally taking an over-dose it was in evidence that the datura was commonly taken by the Indians for colic, and colic was very prevalent among them, especially as the regiment had only been here two months.

The jury, after a brief consultation, returned a verdict of death by misadventure by accidental poisoning.

A NEW ISLAND IN LOOCHOO ARCHIPELAGO.

REMARKABLE VOLCANIC DISTURBANCES.

We learn from the *Japan Mail* that a new island has made its appearance in the Looschoo Archipelago. It is said to be 2,000 feet long by 1,800 feet wide, and to be surrounded by a sandy shore. Near the north coast is a lake. The island emerged from the sea on the 4th of December, but the fact was not announced to the local officials until the 8th of March. Its position is 3 nautical miles south of Iwojima. From the 14th November at frequent intervals sounds were heard from the sea; sounds as of heavy explosions, and on the 28th heavy smoke was observed. The inhabitants of Iwojima imagined that a steamer was passing, but as the volume of smoke grew denser and continued to emanate from one place, they suspected the truth. It was not until the 4th of December, and on the appearance of a small island was observed amid the smoke, which stood forth more lighter, so the 6th, the island stood plainly revealed. In January the people launched a boat and on the 30th of that month they landed on the north shore of the new island. They ascended the highest point 80 feet above the sea, and there raised a post declaring the island to be the property of Japan, and saying that it had been first observed by the inhabitants of Iwojima on the 18th of December. The face of the island is covered with volcanic tuffa and the water of the lake is boiling.

DISTINGUISHED JAPANESE LADY.

PASSES THROUGH HONGKONG.

In our columns a few days ago we stated that the first doctors degree conferred on a woman by the University of Marburg had been secured by a Japanese lady, Miss Etsu Utsui, of Kumamoto. Miss Utsui who for her degree, wrote an exceedingly erudite thesis, which received the highest encomiums from the medical faculty of the university, arrived yesterday on board of the German mail steamer *Prinzess* on her way home. She spent her short stay in the Colony with Dr. and Mrs. K. Just, to whom she brought greetings from their German friends. We understand that this talented young lady was born in Kagoshima, and after studying for three years in Tokio, worked as an assistant under the well-known Dr. Kitasato. After learning German she proceeded to Marburg and studied ophthalmology which should prove of great assistance to her as diseases of the eye are very prevalent in Japan. We hope that this young lady doctor, who proceeds to Tokio, will meet with the success that she undoubtedly deserves.

JUVENILE FEMALE THIEVES.

GOING ALONG THE PRAYA EAST.

Yesterday two Chinese ladies in rickshaws were closely followed by two small beggar girls collecting. No notice being taken of their approach one of the girls jumped up, and snatched a gold hair pin from the head of one of the ladies and then both attempted a bolt. They did not, however, get far before they were arrested. This morning they were placed before Mr. F. A. Hazeland at the Magistracy. He read them a homily, with the evil of their ways for a theme, but it did not appear to make any impression on the hardened little wretches. That came afterwards in a double sense, when His Worship said that if they had been boys they would have been birched and sent to gaol, but as they were girls he ordered their guardian to take them home and give them a good whipping. The guardian said, "I'll give it to them now," and took the young thieves into a cell and gave them the "impression" they needed, and a good one it must have been if their shrieks were any criterion. Each was treated exactly the same, as it could not be discovered which of the girls snatched the pin, for each declared it was the other, and stuck to the statement.

THE NEW AMOY DOCK CO., LTD.

PROPOSED INCREASE OF CAPITAL.

The following correspondence relating to the above company has been circulated:—  
Sir or Madam,—The capital of the company is no longer adequate for the carrying on of a growing business and it has to be paid for by an overdraft on the bank which cannot be permanent. The company is therefore in the position, that even with excellent earnings it will be unable to pay dividends for want of cash.

A proposal to increase the capital in accordance with the special resolution now circulated will therefore be submitted to shareholders, and it is hoped you can be represented at the extraordinary meeting either in person, or by proxy.

For the 5 years 1899 to 1903 the average net earnings of the company are \$75,000 per annum equal to 27% on the capital increased as proposed to \$267,500. On this basis a share at a market value of \$25 would yield 10 per cent.—  
Your obedient servant,

(Sd) ROBERT H. BRUCE,

General Manager.

Amoy, 8th April, 1905.

An extraordinary general meeting of the Company will be held at the office of the general manager Amoy on Monday, the 15th of May, to consider, and if thought fit, to pass the subjoined special resolution:—"That the capital of the company be increased from \$400,000 (divided into 6,000 shares of \$67.50 each) to \$675,000 (divided into 10,000 shares of \$67.50 each) by the creation of 4,000 new shares of \$67.50 each to be offered, and if accepted to be allotted to the persons constituting the shareholders according to the company's register on the 15th day of June, 1905, at a premium of \$10 for each and every single share of such 4,000 new shares in the ratio of two new shares for every three old shares in the company held by the respective shareholders thereof the amount payable on each of such new shares respectively (including he said premium of \$10 per share) to be paid in full on 30th June, 1905, and that failing such allotment as aforesaid, the said new shares be disposed of at the discretion of the general manager and consulting committee, and that the transfer books be closed for five days from 16th June, 1905."

Your obedient servant,

(Sd) ROBERT H. BRUCE,

General Manager.

BANGKOK PADDY.

The prices that it is possible for the mills to pay in Bangkok have not yet brought out any very large quantity of paddy. People in Siam seem to find it easy to keep their produce cheap, the fact being that money is too cheap. In commercial sense it is a drug on the market. Were it not for the fact of money without an outlet we should not witness a 15 per cent. premium being paid for a hundred tical non-dividend yielding stock. The very banks while giving 2 per cent. on deposit account are losing money by the transaction. Money is undoubtedly too cheap, or this state of things could not exist. There are many evidences of the abundance of tical, and at the present time when a big export might be expected and a rising exchange, the tendency is for exchange to fall. In exchange with Singapore the value of tical has gone down to \$7. Locally money is easily forthcoming for any safe—or even doubtful—investment, and a number of instances have been seen of prices being paid that must make the return comparatively small. In more than one quarter it is being urged that the Government ought to do what it can to raise the value of the tical by calling in all the supplies of the coin at its disposal. The step would certainly be justified, for it would be calculated to have an excellent effect. Only by some such means can the value of the tical be appreciated and exchange steadied.—*Bangkok Times*.

At a recent meeting of Chikking people in Shanghai to discuss the construction of a Chikking-Kwangtung railway, which Po Che (?) the representative of the American Development Co. applied to undertake the majority oppose granting the right to him, as he had been refused the right to continue the Canton-Hankow line. The Governor in Chikking has telegraphed reporting their views to the Government.—*Eastern Times*.

JAPAN'S MERCANTILE FLEET.

PROBABLE EFFECT OF THE WAR ON MARITIME TRADE.

Mr. K. Uchida, Director of the Shipping Bureau in the Department of Communications, recently contributed an interesting article to the *Yomi Shimbun* with regard to the development of Japan's maritime trade. In the course of this article he says that before the Japan-China War of 1894-5 the growth of the shipping trade of Japan had been very slow despite the encouragement given by the Government. At the end of 1893 the aggregate tonnage of the Japanese mercantile marine was only 200,000 steamers accounting for 167,000 tons and sailing-vessels for 33,000 tons. At the outbreak of the war in 1894 a large number of steamers were requisitioned as transports, resulting in the complete disorganisation of the coasting trade. In consequence the Government and private individuals purchased or chartered many foreign vessels to meet the requirements brought about by the war. The result was that the total tonnage of steamers at the end of 1895 had increased to 331,000 from 167,000 in the previous year. This sudden acquisition of a large number of merchant ships by Japan caused a panic among shipowners on the restoration of peace. The difficulty was more keenly felt among the smaller shipowners, who found it impossible to carry on the coasting trade owing to the fall in freight rates as the result of competition. This state of affairs, however, gave a great impetus in directing attention towards the carrying trade abroad, and regular services were opened to Korea and North and South China, where the Japanese soon almost supplanted their British, German, and Norwegian competitors in the coasting trade.

The Japan-China War, says the writer of the article, thus taught an invaluable lesson to the Japanese with regard to the necessity of a mercantile fleet in time of emergency, and the disadvantages of dropping regular steamship operations even in time of war. Shortly afterwards Bills were introduced into the Diet providing for the grant of a subsidy for the encouragement of navigation and shipbuilding. The proposals were voted by the Diet, and they became operative in October 1896. A regular line of steamers to Bombay, Australia, and Vladivostok was subsequently opened by the Nippon Yusen Kaisha under contract with the Government. At the same time the company inaugurated the European and American service, while the Toyo Kisen Kaisha put three steamers on the regular line between San Francisco and Hongkong. Regarding the China trade, which has a very important bearing on Japan's commerce, a regular service between Shanghai and Hankow was opened in January 1898, and that between Hankow and Ichang in January 1899. Another line was opened between Soochow and Kiangchow by the Daito (Great Eastern Steamship Co.), which is subsidised by the Government. In South China there is a Japanese line between Amoy and Hongkong via Swatow in order to maintain connection with various points of Formosa.

Since the operation of the Shipbuilding Encouragement Law in 1896, it is asserted, the development of the shipbuilding industry in Japan has been remarkable. Large vessels of 6,000 to 7,000 tons are now built at the Japanese yards. At the end of 1903 Japan possessed steamers aggregating 657,000 tons and sailing vessels aggregating 320,000 tons. When the present war broke out Japan's steamship mercantile fleet was four times larger than it was at the outbreak of the Japan-China War in 1894. Despite this enormous increase, the present war, which is being conducted on a far greater scale than its predecessor, has entailed a great strain on the shipping resources of the country, and some of the regular lines have had to be discontinued temporarily. In order to relieve the pressure caused by the war the Government has given special permission so that chartered foreign vessels may engage in the coasting trade. During last year a number of steamers, aggregating 71,000 tons, were taken off the Japanese list, the greater portion of these being used for blocking the harbour of Port Arthur, while an addition of 204,000 tons was made, including 27,000 tons built in Japan and 177,000 tons purchased from abroad, making a net increase of 133,000 tons. The number and tonnage of steamers at the end of 1904 as compared with the preceding year was as follows:—

	1903.	1904.
No. Tonnage No. Tonnage		
Below 50 tons	303 9,764	349 11,204
" 50 " 100	109 14,035	217 15,826
" 100 " 200	228 37,926	244 40,821
" 200 " 300	84 33,175	85 32,045
" 300 " 400	77 30,598	88 38,645
" 400 " 500	86 32,234	97 34,616
" 500 " 600	66 165,334	77 190,372
" 600 " 700	18 61,678	13 112,538
" 700 " 800	5 24,478	11 48,621
" 800 " 900	3 16,438	5 26,715
Above 900	19 118,200	18 112,138

1,088 657,269 1,234 791,057  
Of course no one can tell how long the war may last, Mr. Uchida concludes, but it is certain that the longer the war continues the keener will be the demand for vessels. The months in which chartered foreign steamers were most used in the coasting trade were April, May and June, the tonnage of these vessels aggregating 160,000 at the time. Even in December the chartered ships totalled 110,000 tons. There are indications that Japan's mercantile fleet is being still steadily increased, and perhaps it would not be wide of the mark to estimate the increase during the progress of the campaign at 50 per cent. Now it is a very important question to consider how this greatly increased number of ships will find remunerative employment after the restoration of peace. Some people are inclined to be pessimistic on this point, no doubt from the experience of the Japan-China War. But the augmentation in the Japanese merchant marine is

## SHIPPING JETZAM.

## THE S.S. "KONGNAM."

8th inst.

From an inspection of the s.s. *Kongnam*, stranded on Ma-wan Island, Capsicum Pass, the vessel does not seem to be very badly damaged, but rather appears to have run her nose into the sand between rocks, the leak being caused by her grating along a rock. Powerful pumps were placed on board of her last night, and pumping operations were commenced immediately. At dead low water there are only six inches of water at her bows while her stern lies in ten and a half feet. Up to last night the vessel had not shifted her position, and there was no sound of grating, as would be the case if the bottom were penetrated by the rocks, and as the ship lies in a very sheltered position all concerned have every reason to hope that she will soon be floated and placed in dock.

10th inst.

The s.s. *Kong Nam*, stranded on Ma-wan Island, is now pumped dry, and it is hoped at high tide to allow her to be floated off and towed into dock. Since pumping her out her hold has remained free of water.

A raid has been made on the transport *Litium* which recently arrived at Manila from Hongkong, and, as a result, goods to the value of \$1,000 (gold) were discovered on which no attempt had been made to pay the duty. The goods were seized and the matter is now under investigation. It is claimed that the goods were to be smuggled ashore.

## THE RULE OF THE ROAD.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R. N., Marine Magistrate, at the Marine Court this morning, P. C. Fred Norman charged Leung Yau, Master of the licensed steam launch *Hoi Ping*, certificate No. 1,094, with unlawfully failing to keep to his starboard side in the Southern Fairway, at 5.30 p.m. on the 6th inst. P. C. Norman said that at 5.30 p.m. on the 6th inst. he was on duty in the Southern Fairway, and noticed the defendant in the steam launch *Hoi Ping* steering west, close to shore abreast of Wing Lok Street. He continued on this course and then crossed the Fairway. Leung Yau said he did not cross there, but when, with model he tried to explain why, it was shown that he had no excuse for not observing the rule of the road at sea, and he was accordingly fined \$5.

With a view to effecting a connection with various lines running between Formosa and the South China ports, and in compliance with the Japanese Government order, a Japanese steamship company have decided to start a regular line between Shanghai and Hongkong, via Foochow, Amoy, and Swatow. The steamers to be used on the service will be the *Triumph* and *Clara Jiben*, both chartered vessels, the latter of which, says the *N. C. D. News*, is due here from Hongkong on the 11th inst., and will sail from Shanghai about every ten days. This line may expect especially to be patronised by shippers to Formosa, as with the establishment of the line, the inconvenience hitherto experienced in sending cargo via Japan is done away with. Another feature of the line will be the punctuality in departure from every port, this being necessary to meet the Government order. It may be added that the Company's own excellent steamers will take the chartered vessels' places before long.

11th inst.

The O. S. K. have chartered the steamers *Frigga* and *Triton*.

Negotiations are proceeding for the sale of the Norwegian steamer *Transit* to Japanese.

The Japanese Government has sold the captured steamer *Progress* to the N. Y. K. for ¥102,400.

The N. Y. K. have chartered the British steamers *Belgian King*, *Cape Corrientes*, *Sobralense*, *Hardis*, and *Chowchowoo*.

The Japanese steamer *Kinki Maru*, which stranded off Tsuchizuchi, has been refloated and taken to Hakodate for repairs.

One officer and one engineer of the unfortunely steamer *Mary* were frozen to death. The steamer herself has parted at the engine-room, her bow and stern being sunk.

The British steamer *Tuichan*, now under repairs at Uraga, has been sold to the Hakodate Kisen Kaisha for Yen 120,000. She will be re-named the *Tomoyasu-maru*.

The Dutch steamer *Neptunus* has also changed hands, the buyer being a naturalized Japanese at Hokkaido. The purchase price was Yen 85,000, and she will be re-named the *Daitchi Togo-maru*.

The British steamers *Chenau*, *Anhui* and *Banyarich* have now been regular liners in the Nippon Yusen Kaisha's Shanghai service. The *Taiyang* and the *Wingsang* will run occasionally on the same line.

The s.s. *Dakota-maru* have been successfully launched from the Mitsui Bishi Dockyard. The ship is being constructed for the Osaka Shosen Kaisha and the President of the steamship company was present at the ceremony but no invitations were extended to the general public.

## THE NORTHERN TRADE.

Newchwang, 4th April.

Although there is not much prospect of trade on a scale of former years, the consignments which reached here by the first six ships, are estimated—Metals to the value of Tls. 50,000; Rice 50,000 piculs; Medicines to the value of Tls. 20,000; Yarns to the value of Tls. 1,000,000 and Piece Goods Tls. 1,000,000. The first steamers of the year reached the port on Monday. There are four outside and two are anchored in the harbour when it was known that the steamers were to arrive at any moment, there was a slump in prices. In the one day the price of piece goods fell Tls. 20.00 per bale and yarn could find no buyers on a drop of Tls. 15.00. All other goods in sympathy show a slump.

The first sales of the spring consignments have taken place. Between 1,000 and 2,000 bales of American grey cargo changed hands at prices varying from Tls. 40 to Tls. 50. Prospects look slightly brighter—*Shanghai Times*.

## FIRE ON BOARD THE H. A. L. S.

"SEGOVIA."

On the 7th inst, a fire was discovered in the main hold of the H. A. L. S. *Segovia* which was lying at the Yangtze wharf at Shanghai. It was subsequently found that part of the cargo of guano in the lower hold was on fire. Shortly after the brigade got on board, one of the officers donned a smoke helmet and descended into the burning hold to explore and found that the smoke was coming from the starboard side, just about the engine room bulkhead. After satisfying himself that the fire could not be extinguished by any other means, the Chief Engineer ordered a steamer to be taken into the lower hold, and for a few minutes it was kept going with a spray nozzle. The fumes, which

had been simply overpowering, then showed signs of abating and the steam was taken off, so that some of the cargo could be removed. The derricks were put to work, and about a hundred bags of guano were removed before the fire was traced. The steam, however, had done its work, and although some of the bags were still smouldering, it was not found necessary to use any more water. The *Segovia* is a vessel of 5,872 tons gross and was built in 1900. She was to leave that evening for Yokohama, and as comparatively little damage had been done, it was not expected that she would be delayed. There were 5,000 bags of guano in the hold which caught fire and only a few of them appear to have suffered any damage. The fire seems to have been due to spontaneous combustion.

## THE APCAR LINE.

11th inst.

A new departure in the sailing arrangements of the APCAR line of steamers has just been made whereby one of the Company's vessels will to future trade between China, Japan and Hongkong. For a considerable number of years the APCAR steamers have confined their itinerary to Calcutta, Singapore and Hongkong, but it is now announced that the *Ararat* APCAR will load for Shanghai and Moji. It appears that the *Ararat* APCAR will be under charter on this voyage, and the agents state that the arrangements for future trips have not yet been completed. The vessel has been taken off the regular line and is now free to trade on the China coast.

## ACCIDENT ON THE "VICTORIA."

When the Swedish steamship *Victoria* (Captain Hellberg), now trading under charter of the Osaka Shosen Kaisha, was steaming through the Inland Sea on her last trip to Japan, states the *Japan Chronicle*, an accident occurred which may have proved very serious. Without any warning the boiler exploded in connection with the force of the explosion that a quantity of rice which was being boiled was shot into the rigging to a height of some 35 feet. Portions of iron were thrown by the force of the explosion on to different parts of the vessel, damaging a part of the rigging. It is said during the cold weather for many of the crew to sit round the boiler, warming themselves by it, but by a stroke of good fortune there was nobody near it when the explosion occurred. The man whose duty it is to attend to the boiler had left it but a minute previously. It is certain that anybody who had been within a foot of the boiler at the time of the explosion would have been killed. The precise cause of the accident is not known, but it is believed that the man in charge must have been guilty of some neglect. The vessel is now in port, and the Kawasaki Dockyard Company is fitting a new boiler to replace that destroyed.

11th inst.

The West River s.s. *Kongnam* is now undergoing considerable repairs at the hands of the Dock Co.

The German steamer *Enna* has undergone extensive repairs to her bottom, forward, and appears almost ready for leaving the Kowloon docks and taking the water.

The Hongkong, Canton and Macao s.s. *Kinkun* having undergone the usual cleaning and painting operations came ashore from the docks this forenoon looking spic and span.

The s.s. *Sikh* has left Chefoo with a further batch of coolies for work in the South African mines. The vessel is expected in Hongkong on Sunday afternoon, and she will at once load a quantity of general cargo and will then proceed to Durban direct. Needless to add she will not take any coolies from Hongkong.

## FOG ON CANTON RIVER.

Our correspondent at Canton, writing under yesterday's date, states that the traffic on the river is entirely disorganised owing to the prevalence of dense fog. Nearly all steamers are arriving many hours late, and in consequence of the non-arrival of mail matter, business with Hongkong is practically at a standstill.

The thirteen cosmopolitan members of the crew of the s.s. *Queen Eleanor*, who refused to proceed in that vessel to Japan, on the 27th ult., and were accordingly sentenced by the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, to three weeks' imprisonment, having served their terms were this morning released from gaol, and escorted to various vessels in the harbour, their respective Consuls having made arrangements to send them home.

## ANOTHER NEW LINE.

La Compagnie de Transports et d'Appropriements Economiques' new 1st class steamer s.s. *Norma* of 2,300 tons was to load from February 23rd until the 10th March, at Antwerp, Dunkirk and Marseilles, and was to leave during the first fortnight of March, the various destinations being Bangkok, Saigon, Tourane and Haiphong with direct bills of lading for the neighbouring ports of Pnom Penh, Hanoi, etc. A service of steamers of much higher tonnage will follow, the ports of call being Bangkok, those of Indo-China, China and Japan.

## AUCTION SALE OF STEAMERS.

There was a very large attendance at Powell and Co.'s Sale Room the other afternoon when the four steamers *Giang Bar*, *Zuienta*, *Giang Seng*, and *Flevo* were offered for sale. The following were the best offers:

Lot 1 *Giang Bar* \$175,000  
Lot 2 *Zuienta* \$76,000  
Lot 3 *Giang Seng* \$177,000

These offers being below the reserve prices placed upon the vessels, they were withdrawn. Lot 4 the *Flevo* was knocked down to Teo Teow Peng of Singapore for \$16,000.

The three vessels unsold remain in the hands of Powell and Co. who are open to receive offers from them, says the *Strait Times*.

## "DAKOTA" IS COMING.

It is officially announced by the general passenger department for the Great Northern Railroad Company that the *Dakota* was to sail from New York for Hongkong on or about April 3.

The trip will be around the African continent instead of by way of Cape Horn, because it is figured by the officers of the line that the ship can reach Hongkong at the same time the *Minnetola* is at Seattle on her next trip. The *Dakota* was to be delivered to her owners March 20, and will go through practically the same programme as was used with her sister ship prior to her Pacific trip.

The ship will take on about 15,000 tons of coal and merchandise freight at Philadelphia, Newport News and New York, and will sail as soon after April 3 as is practicable.

The time of the trip by the African route will be longer than if she sailed around Cape Horn to Puget Sound, but the owners figure that it will be possible to land her at Hongkong just as the *Minnetola* is getting into Seattle by taking the longer way and as the cargo for the *Minnetola* for her trip has already been partially engaged it is thought that this plan will prove more economical.

With the arrival of the *Dakota* at Hongkong the regular runs of the ships will be taken up, and according to their schedules they will hereafter cross each other in mid-Pacific, with the chances of coming in direct contact reduced to the minimum. The latest measurements show that the *Dakota* is eleven tons heavier than the *Minnetola*, and consequently the largest freighter sailing any sea.

14th inst.

The captain of the German s.s. *Germania* reported to the police that his second, third and fourth engineers had deserted, and requested their assistance in recovering his men. The second engineer was found and arrested in a hotel in Queen's Road, West, but the third and fourth, as yet still at large. The second was this morning placed before Mr. Ireland at the Magistrate's, when it was stated that there was always trouble and differences with the chief engineer, and that was why the men left the ship. His Worship said that as he was a foreigner on a foreign ship he would not fine him, but ordered him to be taken back to his ship, and see that he did not leave it again. If the third and fourth engineers are found they are to be dealt with in a similar way.

The steamer *Tean* from Manila, was delayed nine hours off Waglan by the fog.

The master of the s.s. *Marion* (Whitely) reported having passed on April 3 at 1.45 p.m. a vessel floating keel upwards in Lat 11 deg 52 min North and Long 111 deg 41 min East. The derelict was twenty feet in length and projected two feet above the water.

The work on the s.s. *Kong Nam*, Messrs. E. C. Wilks's steamer, which was safely got off the rocks, on Ma-wan Island, and towed to the docks is progressing very speedily, and it is anticipated that within a week she will once again be performing her duty for her owners.

Arrangements were made for the China Navigation Company's steamer *Tsuno*, to proceed from Sydney to Noumea and embark 12 Japanese coolies who have just completed a term of service in the nickel mines of New Caledonia, and under the terms of the contract are now being returned to Japan. The *Tsuno*, after leaving Noumea, will proceed direct to Port Darwin, and thence to Hongkong and Japan.

The E. and A. Company's steamer *Empire* (Messrs. Gibb, Livingstone & Co.) which arrived to-day from Australia, had a full complement of passengers, and the whole of her cargo space had been engaged. The cargo included 800 tons of wheat, 800 tons barley, 50 tons oats, 200 tons flour, 300 tons fodder, 50 tons copper, and 300 tons frozen produce. She also has a shipment of leather, and a quantity of milk butter, etc.

## S.S. "KONGNAM"

## SAFELY TOWED TO DOCK.

11th inst.

At eleven o'clock this morning, the s.s. *Kongnam* was successfully towed from the rocks where she stranded on Ma-wan Island, Capsicum Pass, and taken in tow by Messrs. Wilks's launch *Eileen* and launch No. 7, belonging to the Dock company, was safely conveyed to the Kowloon dock, and placed on the slip. She has sustained very slight damage, a team opening forward, and another under the boiler, and it is confidently expected that she will be on her run again within a week or ten days. Messrs. E. C. Wilks are to be congratulated on this successful termination of an accident which at first pointed to the total loss of the steamer.

## HONGKONG DOCKS.

## WORK IN SIGHT.

Over a month ago the steamer *Pharsalia*, bound to Manila with a cargo of coal from Australia for Messrs. Castle Brothers Wolf and Sons, struck an uncharted rock in San Bernardino Strait, Philippine Islands, and an attempt is made to save the ship. It is understood that Capt. Garry has reached an agreement with Lloyd's, the underwriters of the wrecked steamer, and was to leave for the scene of the wreck on Saturday with a crew and equipment to float the ship. The latter consists of five large pumps the smallest one being 10 inches in diameter, two 14 inch and two 12 inch pumps, and a complete diving apparatus. Captain Chapman of the wrecked schooner *J. B. Lewis* will assist in the work and Mr. Barton, formerly second mate of the *Louis* will do the diving. A crew of about thirty natives will go with the expedition. The terms of the contract are that Captain Garry will deliver the vessel in Hongkong for \$55,000 (gold) and if he attempts to save the *Pharsalia* is unsuccessful he is to bear all the costs without any payment for the work. An unsuccessful trial to raise the stranded vessel has already been made by a local wrecking firm. Some of the coal aboard the vessel was lighted, but a large portion still remains in the hold.

## CRICKET LEAGUE.

The following is the League table up to date.

Club.	Played.	Won.	Lost.	Draws.	Points.
Craigengower	17	12	4	2	36
Kowloon	17	12	5	0	36
A. O. C.	18	11	5	2	35
H. K. C. C.	16	9	3	4	35
R. E.	17	8	5	4	28
R. K. Police	17	7	5	5	26
R. G. A.	18	6	8	2	20
Civil Service	16	5	10	3	18
R. A. M. C.	15	4	11	0	12
Parsons	0	0	0	0	withdrawn.

## CANTON NOTES.

[From Our Own Correspondent.]

## TING MING.

Canton, April 8th.

The past week has been a busy one for the Chinese. Wednesday began the Worship of the Tomb. The weather, which had been very dark and rainy, cleared and by daybreak on that day thousands of Chinese of all ranks were on their way to the hills north and east of the city. Before midday the hills were literally covered with men and boys, and it looked as if the entire male population had taken itself thither. The roads leading out of the city were as crowded as the narrow streets of the city during the busiest business hours. During Thursday the crowds were just as large as on the previous day. Then, too, the beggars of all descriptions were out, and the road side was lined with men and women begging. The beggars were scattered here and there. The Ting Ming is the great festival for the beggars of this year; they seemed to be very successful.

## SCHOOLS.

The principal of the Man Hek Tong, one of the best schools in the city, is arranging for a conference of all the teachers in Canton.

He has collected the names of all the schools, and it is very significant that he specially designed the mission schools to be present at the conference. The idea is to discuss the best methods of teaching, and other subjects connected with the new education.

## LECTURES.

Arrangements have been made for a series of lectures to be given to the students of Canton. The lectures will be given in the Presbyterian Mission chapel at St. Pauli Way which is near the centre of the city. Mr. J. Dyer Ball, of Hongkong, will deliver three lectures, and one lecture each will be given by Hon. J. C. Lay, U. S. Consul-General, Rev. R. H. Graves, D.D., and Rev. O. F. Wigner, President of the Canton Christian College. Hundreds of young men in Canton are looking for something new, and the idea in giving these lectures is to point out to the students, lines along which the hope for China lies.

[From Our Correspondent.]

Canton, 13th April.

The dense fog which has hung over the river during the past few days, partially lifted in the afternoon so that a move could be made with shipping. The *San Cheung* and *Kwonglung* being the only two boats in port leaving for Hongkong reaped a great harvest, for despite the rain, which fell at about 5 p.m. the whole of the three decks of these ships were crowded with Chinese passengers anxious to make the journey. No papers or mail matter were received until a very late hour, and when at length the boat came in everyone was eager to see what was the latest news of the war.

## RUINING BILLIARD TABLES.

Quite a series of petty robberies have occurred on the Shamien within the past few weeks. The most daring case was one in which the thief or thieves effected an entrance into the billiard saloon on the ground floor of the club, and there cut the cloths from the two best tables. They were removed by being cut close under the cushions, and then the whole cloth lifted off and taken away. Some of the members were inclined to the belief that this act was done out of spite, but if a revengeful action was needed the person or persons had only to rip the cloths to cause the same inconvenience and expense to the Club. A few days later Mr. Cheuk's house, a few yards from the Club, was visited by thieves, who went away with several articles of clothing, etc.

## LANE, CRAWFORD &amp; CO., LD.

## REPORT OF THE DIRECTORS.

For presentation to the shareholders at the ninth ordinary general meeting to be held at Shanghai, on 10th inst.

The directors have much pleasure in submitting their report and a statement of the company's account for the year ended 31st February, 1905.

Profit and Loss Account.—After deducting directors' and auditors' fees and making allowance for depreciation on furniture and fixtures, the net profit for the year amounts to \$55,427.25. Out of this an interim dividend of \$500 per share was paid 19th November, 1904, absorbing ... 12,500.00

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Leaving a balance for distribution of \$4,927.25 which your directors recommend to appropriate as follows:—

Pay a final dividend of 7 per cent (making 12 per cent for the year) ... \$17,500.00  
And a bonus of \$200 per share ... 5,000.00  
... 22,500.00  
And carry forward to new account ... \$42,927.25

The dividend will be paid in tael at exchange 73.

Directors.—In June, 1904, Mr. John West was invited to join the Board and his appointment requires the confirmation of the shareholders. Mr. D. W. Crawford retires by rotation, but, being eligible, offers himself for re-election.

Auditor.—The accounts have been audited by Mr. G. H. Thomson, who accepted the post on the departure from Shanghai of Mr. H. Trevor Gutteridge. Mr. Thomson retires, but offers himself for re-election.

J. AMBROSE, Chairman.

Shanghai, 28th March, 1905.

## AIDS TO NAVIGATION.

## LIGHTS IN CHINESE WATERS.

The thirty-third issue of the list of the light-houses, light-vessels, buoys, and beacons on the coast and rivers of China, with corrections up to the 1st December last, has now been published by the Imperial Maritime Customs and a copy sent for our acceptance. The work contains charts of the China coast, showing the position of lights and the limits of the customs districts and eight others giving the position and kind of lights. From the summary of these artificial aids to navigation in Chinese waters, it is seen that the total of lights, light-vessels, light-boats, buoys and beacons is now 349, including 102 lights, four light-vessels, 21 light-boats, 113 buoys, and 100 beacons, to which the approaches to, and harbour of, Shanghai contributes a total of 84, while Canton comes next with fifty. It is pointed out that no corrections to the list of lights at Hongkong or Weihaiwei have been received since 1903. The foreign light staff comprises nine men on light-vessels, and 57 lightkeepers in light-houses, and these are assisted by a Chinese staff of 240.

## OSAKA SHOSEN KAISHA.

## PREPARING FOR EVENTUALITIES.

In Thursday's issue, we suggested that in view of the proximity of the Baltic Fleet to Hongkong, the Osaka Shosen Kaisha might have to consider the advisability of bringing home its fleet under the day's flag in order that they might escape capture and destruction at the hands of the Russians. To a certain extent, that forecast was not very far wide of the mark. When the war broke out the Osaka Shosen Kaisha's fleet of steamers was sent to Japan to engage in purely Japanese business, either for purposes of the Government or in private trade. It was necessary, however, to maintain the trade which had been built up between Hongkong, Swatow, Amoy and Formosa, and accordingly five foreign-owned vessels—Norwegian and German—were engaged, and these boats have been regularly running on the Osaka Shosen Kaisha's coast route. Now that the Baltic Fleet has appeared, however, it is possible that difficulties might arise should a Japanese-managed boat fall into the grasp of a Russian cruiser. The fact that *Formosa* is one of the points of call also led to the decision that the Japanese should be made to meet any contingency. It has therefore been agreed that Messrs. Bradley & Co.

Hongkong, will deal with all questions which may arise should the vessels under the control of the Osaka Shosen Kaisha become involved. In other cases the vessels will be managed by the Japanese, Messrs. Bradley & Co. only appearing on the scene when questions of difficulty arise.

## CHINA BORNEO CO'S SLIPWAY.

## THE G.Y.S. "PETREL" UNDERGOING REPAIRS.

The G.Y.S. *Petrel* will be in commission again in a few weeks' time. She is now up on the new China Borneo slipway, undergoing a thorough overhauling. She luckily was not damaged below the waterline when she was driven ashore during the great storm of October 31st, but her mast was snapped and about forty feet of the port bulwark was smashed in, probably the result of a collision with one of the heavy timber lighters which were adrift on that eventful night—*B. N. Herald*.

## WAR OF FREIGHTS.

## THE AUSTRALIAN TRADE.

## COMPETING FOR THE EASTERN TRAFFIC.

Trade between Sydney, Manila, China, and Japan is a big thing, but a rather serious problem confronts shipping companies at present engaged in the trade. It is beginning to present features which indicate that the strongest only can survive.

Two British companies have the flag flying, but latterly the North German Lloyd has entered the list, and placed some up-to-date vessels on the berth. The Britishers are the E. and A. Company, with the steamers *Empire*, *Australian*, and *Eastern*, and the China Navigation Company, with four well-known vessels—the *Taiyuan*, *Chingta*, *Changsha*, and *Tsuno*. When the war between Russia and Japan comes to an end, or possibly before that time, there will be a fourth company, for the Nippon Yusen Kaisha, with its fine fleet, will resume running from Yokohama to Australia.

What will happen is hard to say. Times are not so flourishing as to allow the four companies to run profitably and with the advantages of peace in the east, it is not at all probable that Japanese expansion will provide trade for such big concerns. It costs a lot of money to run up-to-date passenger and cargo steamers, while shareholders naturally expect some return for their money.

The N.Y.K. will doubtless receive a subsidy from the Japanese Government just as it did before the war, while the other companies will have to battle on with this handicap. The N.D.L. is a powerful company, and has not commenced running between Sydney and Japan for fun.

The China Navigation Company has an extensive fleet in Chinese waters, and the E. and A. Company has a trio of vessels capable of pleasing the most fastidious traveller.

The fight is to be one in which THREE FLAGS ARE ENGAGED, and the result will be worth watching. Australian legislation may or may not assist the Britishers; the feeling is, that it should, but will it?

Freight rates now are not high, and some particulars were supplied to an *Evening News* (Sydney) reporter, on 7th ult., which may surprise people. The reporter was told that rates from Japan to Australia were about 10s per ton, and this is said to be less than the rate received by interstate companies. It is cheaper, therefore, in these figures, to have goods brought from Japan to Australia than it is to send them from Sydney to Fremantle or Adelaide.

The gentleman who supplied the information is interested in the trade and knows the position exactly. He asks: "What are the foreigners looking for?" and then, in the same breath, says: "Surely the Australian Government is not going to encourage a flag other than the ensign of the British Mercantile Marine."

In the pioneering days, when the E. and A. Company was opening up a trade with the East, it was not an uncommon thing for vessels to come to Australia with the ashes from the furnaces "damped down" in the holds for ballast. This is not idle fiction, but a matter of history, and the question in view of the future prospects, is asked, "will history repeat itself?"

There are now reports about the building of new steamers for the trade. They are not being built, it is explained, because they are going to pay, but because it is a matter of necessity in order to hold the traffic against the intrusion of outsiders.

Another feature of the business is that freight rates between San Francisco and the Orient are low. "Frisco" is also a powerful rival, and is making a bold bid for the Japanese trade. In the circumstances Australia should be awake to the position, and not allow the trade which offers with China and Japan to slip through her fingers.

The China Navigation Company's steamer *Taiyuan*, now in port, called at Manila on the 10th inst., being the first steamer for some time to call at the American port on the passage to Sydney from Hongkong. Steamers call there regularly on the voyage north from Sydney.

It is worthy of note, perhaps, that the steamers of the companies named, make different calls on the passage from Sydney. The E. and A. Company and the China Navigation according to announcement, visit Quezon, and on the 10th inst. and Port Darwin, but in a dispatch to the E. and A. steamers make a special feature of calling at Timor, the Portuguese possession on route.

The N.D.L. steamers, although they have dropped Singapore, have retained New Guinea in the timetable.</

Philippines some time in May which, to some extent, may account for rice being rushed in.

Saigon to Java, there have been inquiries at 30 cents per picul or slightly better, but no fresh business has transpired.

Saigon-Kobe, a charter is reported at 28 cents per picul; more tonnage is likely to be wanted before long and unless very big steamers should "chip in" an improvement in rates may be looked for.

Bangkok to this, nothing doing as yet for "outside" though better rates are said to be a little better.

From Java ports to this, we quote 30 cents per picul for wet sugar, but loading not before May which so far has proved a stumbling block to further business.

The ports of Newchwang and Tientsin have opened since, but, though fair rates have been paid for steamer loading up, return freights leave, so far, much to be desired and cannot be quoted better than 35 cents per picul, on basis Newchwang/Swallow. A large amount of produce is being shipped to Japanese ports, but the first pressing demand being filled, prices may become cheaper, rendering business more feasible for Southern ports. Recent advices from Shanghai are anyhow holding out for better rates in the near future.

Coal freights from Japan ports have ruled slightly firmer with more demand for tonnage and \$1.50 per ton may be called the closing quotation from Moji to this. Coal is, however, scarce in Japan, occasioned by transportation difficulties, and an increased demand for bunkers and local consumption.

There have been a good many orders in the market for miscellaneous business, but there is little unemployed tonnage and such vessels as are offering are of an unsuitable size and mostly unfitted for coasting requirements.

Sail-Tonnage—Loading or no load.—For Baltimore and New York American ship *A. G. Rogers*, arrived 15th March. Disengaged.—American ship *S. P. Hinchcock*, 2nd March.

Departures.—American ship *Manuel Llamas*, 27th March for Baltimore. British ship *King George* 6th April for Newcastle.

### THE FORTNIGHTLY REPORT.

8th inst.

Indian Yarn.—Since our last report dated 24th ultimo, not much business in Indian yarn has been reported in our market. In response to a demand for No. 10s and 20s, of some of the well-known spinners from the interior, some business has been done at an advanced rate of \$1 to \$2 per bale. Other cheaps not being in much demand, some limited settlements have taken place at the last market quotations. Buyers confine their operations to immediate requirements only. The market closes quiet but steady. Sales are reported of about 4,100. Shipments to Shanghai and coast ports of about 3,500. Unsold stock is estimated at about 40,700 bales. Arrivals 12,600 bales.

Japanese Yarn.—Only one spinning has changed hands at an enhanced rate of \$1 to \$2 per bale. Sales 300 bales at \$1.30 to \$1.32 per bale.

Local Yarn.—No business reported.

Raw Cotton.—As reported in our last, the market for cotton has continued quite dormant, the chief reasons being the very low offers made by purchasers as low as \$2 per picul under the Indian price which deters holders from selling. Stock 6,700 bales. Quotations are \$1.9 to \$2.3.

China kind.—Market continues dull and no business is reported. Stock of about 400 bales. Quotations are \$2.3 to \$2.5.

Malwa Opium.—Sales are reported of about 38 chests at \$1.10 to \$1.16 per picul. Old 17 chests at \$1.20 to \$1.23 per picul. Older 5 chests at \$1.25 per picul. Very old 15 chests at \$1.30 to \$1.38 per picul. Stock 1,025 chests. Uncleared stock 415 chests.

Paina Opium.—Sales are reported of about 72 chests at \$1.15 to \$1.14 per chest. Stock 3,264 chests. Uncleared stock 590 chests.

Beneas Opium.—Sales are reported of about 28 chests at \$1.05 to \$1.08 per chest. Stock 1,065 chests. Uncleared stock 437 chests.

Persian Opium.—Sales are reported of about 50 chests at \$1.20 to \$1.22 per chest. Stock 2,200 chests. Exchange.—We quote today: On India at Rs. 15 1/2 and Rs. 15 1/4 (post); London T.T. sh. 1/10 1/2 and sh. 1/10 (post).

Camphor (Chinese) \$1.35. Camphor (Formosa) \$1.40. Cloves \$1.77. Ivory \$500/750. Beans \$3/4. Rosa Oil \$60/170. Cassia Oil \$150/170. Camphor oil \$20/35.

### SUGAR.

Messrs. Warner, Barnes and Co. write under date Manila, 31st ult., as follows:—

Hilo.—Market has been easier since our last, 1,000 tons of usual assorted changed hands at P. C. 6, but our to-day's quotation is, nominally, P. C. 5.8 1/2 for usual assorted—at 6m/exchange 2/0 1/2 to 2/0 6. 9. per ton f. o. b. We reduce our estimate of crop this season to 56,250 tons.

### RICE.

Market is firmer in sympathy with Saigon, and in view of light stocks, coupled with, small arrivals expected, an advance of 45 cents is asked on late prices. We quote No. 2 ordinary white Saigon rice at P. C. 5 ex godown, and for middle of April loading we quote P. C. 5.05 per picul of 137 1/2 lbs. ex godown.

### TO-DAY'S EXCHANGE.

#### Selling.

London—Bank T.T. .... 1/10 5/16  
Do. demand ..... 1/10 1/2  
Do. 4 months' sight ..... 1/10 1/2  
France—Bank T.T. .... 2 3/4  
America—Bank T.T. .... 45 1/2  
Germany—Bank T.T. .... 1.00 1/2  
Japan—Bank T.T. .... 1.39 1/2  
Do. demand ..... 1.39 1/2  
Shanghai—Bank T.T. .... 72  
Japan—Bank T.T. .... 91 1/2  
Java—Bank T.T. .... 111 1/2

#### Buying.

4 months' sight L/O. .... 1/10 1/2  
6 months' sight L/O. .... 1/10 1/2  
30 days' sight San Francisco & New York 45 1/2  
4 months' sight do. .... 46 1/2  
30 days' sight Sydney and Melbourne ..... 2 3/4  
6 months' sight France ..... 2 3/4  
6 months' sight ..... 2 3/4  
4 months' sight Germany ..... 1.00 1/2  
Bar Silver ..... 26 1/2  
Bank of England rate ..... 24 1/2

### OPIMUM QUOTATIONS.

To-day's quotations are as follows:—  
Per picul  
Malwa New ..... @ 1,140  
" Old ..... @ 1,200  
" Older ..... @ 1,250  
" Oldest ..... @ 1,340  
Paina New ..... @ 1,182 1/2  
Beneas New ..... @ 1,150  
Persian (Paper) ..... @ 780/910

A STRONG muster of farmers recently turned up at the Ministry of Finance, Bangkok, when the auction of the Huey Lottery Farm for the Siamese fiscal year 1241 (1905-06) took place. This year the farm realised Ticals 2,401,600, and the highest bid for the next year was Ticals 3,072,000, from the same syndicate who held the farm last year.

## LOCAL AND GENERAL.

The Yokohama Specie Bank is opening a branch at Chefoo.

BISHOP Favier, of the Lazarist's Mission, Peking, died on 3rd inst.

The name of Mr. L. A. Rose has been added to the list of authorized architects.

THE actual expenditure on the Land Court since its commencement up to the end of last year was \$143,015.77.

THE next Criminal Sessions of the Supreme Court will be held on Tuesday, the 18th inst. at 10 o'clock in the forenoon.

THE Japanese Commissariat line at the battle of Mukden was at one time 250 miles in length, which is quite unprecedented.

Mr. J. R. Wood is now acting as assistant Registrar-General, and Mr. C. A. Dick Melbourne as assistant Land Officer.

THE Hon. Dr. F. W. Clark has been appointed a lay member of the Church Body, vice the Hon. Dr. J. M. Atkinson, resigned.

SEVEN cases of small-pox were notified as having occurred in the Colony last week. Five of these were Chinese, one European and one Indian.

H.B.M. Consul at Batavia has telegraphed to the Colonial Secretary, advising that Hongkong has been declared to be infected by bubonic plague.

THE total population of China is estimated at 432,000,000. Shanghai is given at 651,000, Soochow 500,000, Hankow 870,000, and Tientsin 750,000.

AS the Russian prisoners in Japan are costing her over 12 1/2 million yen a year to maintain, it is proposed to employ them on some useful work, paying them wages.

A SEA going junk arrived at Saigon on 6th inst., from Haïtien, and reported that while at sea she met two Japanese warships to whom she sold a quantity of provisions.

Mr. F. J. Bardens of Kobe fell into a well in his compound and was three or four hours up to his neck in ice-cold water before he could make his cries for assistance heard.

INFORMATION has been received from the Government of Malacca to the effect that the quarantine restrictions imposed against arrivals from Hongkong have been removed.

THE General Agent of the Shanghai Sumatra Tobacco Co., Ltd., has received the following telegraphic advice from the Deli, Mutschappi:—"Sold 500 bales tobacco at Glds. 207."

H. E. THE Governor has given directions for the rescission of the proclamation declaring Shanghai to be a port or place at which an infectious or contagious disease prevails.

A CORRESPONDENT writes complaining of the absence yesterday of tramcars on the loop line running to Happy Valley where a most important football match was being played.

AT Singapore on the 7th inst., the Tanjong Pagar Dock Expropriation Bill was read a third time and passed. Mr. Shefford said "No" to the motion, but did not press for a division.

HERR F. O. Licht, of Magdeburg, in his monthly circular on the beet sugar trade, states that the production has decreased 797,000 tons. His estimate for the campaign is unchanged.

MR. T. A. Hanner has been appointed a Justice of the Peace. He now acts as first clerk in the Magistracy, while Mr. G. N. Orme succeeds him as secretary of the Sanitary Board.

MAJOR A. Chapman will act as commandant of the Hongkong Volunteer Corps during the absence on leave of Major C. G. Frithard or until further notice, the appointment to take effect from the 29th ult.

THE convict H. Collins, who is now serving eleven years' penal servitude in Lukio Prison for communicating Japanese war secrets to a Russian officer, is employed in prison in the manufacture of chip-boards.

THE *Desertes* arrived at Saigon on the 6th inst., having on board of her all the artillery and ammunition taken from the *Sully*. As soon as she has discharged these stores she will again leave for the Bay of Along.

MR. J. H. Kemp, Assistant-Registrar, Supreme Court, and lately acting as second Magistrate at the Police Court, left on Wednesday for England, by the German Mail s.s. *Prinz Heinrich*. Mr. Kemp, it is understood, will enter at Lincoln's Inn, and study for the Bar.

THE revenue derived from the Botanical and Afforestation Department during 1904 was \$25,201.44, made up as follows:—Sale of forestry products \$18,303.34, sale of plants \$736.04, loan of plants \$491.16 and forestry licences in New Territory, \$764.00.

DISCUSSING prospects of increased trade between Java and Australia, Captain Williams, of the steamer *Alrite*, is of opinion that good business will soon be established. He states that the trade shows improvement on each trip, a good deal of tea now being grown in Java, and efforts are being made to establish a market for it in Australia.

THE Colonial Secretary has received a communication from the Government of Bengal, dated 23rd March, stating that, in continuation of the letter from that Government, dated the 13th January, the regulations for the prevention of the introduction of plague by sea, which were imposed in the ports of Orissa and Chittagong against vessels arriving from Hongkong, have been withdrawn.

THERE has been practically no business done by the sellers of the Huey lottery tickets, from the City wall downwards towards Bangkok, for the past two days, says the *Bangkok Times* of 5th inst. They don't make enough out of it. The agent for the farmer, who appoints the ticket sellers, it appears, demands this year 100 ticals from each seller before he is allowed to start business. Then when the seller has prepared everything, clerk, lamp, stand, writing materials, etc., all he is allowed as profit is one salung in each 15 ticals he receives. The sellers maintain that, at this rate, it would be more profitable to do something useful for a living, and they are thinking about changing their vocation now.

THE *Hongkong Times* in commenting on an article which appeared in the *Hongkong Telegraph* recently with reference to the prospects of the shipping trade remarks:—"In Bangkok, however, little seems to affect freights beyond the crops and the demand for rice abroad; and at present things are dull enough, paddy seems to be held for some possible rise in prices."

A VERY enjoyable social evening was spent at the Y.M.C.A. on Saturday, on the occasion of a farewell reception by the Chinese department to the general secretary, Rev. W. J. Southam and Mrs. Southam, who are leaving for England by the next German mail. After a musical programme had been gone through a large number of members and friends sat down to a banquet and following the removal of the cloth, the President of the department addressed the assembly eulogizing the work of Mr. Southam and wishing him and his wife a pleasant holiday. Others having spoken and Mr. Southam replied, two Chinese silk scrolls were presented on behalf of the native department and the beautiful gifts having been suitably acknowledged the proceedings terminated.

THE death is announced at Bangkok of Admiral John Bush, who was the "Father" of the Bangkok Dock, which dates back to 1855, and amid all the recent changes remained the principal shareholder. One of his last acts was the purchase from the Borneo Co., Ltd. of the present Protestant Church property and that no doubt was done with the idea of adding it to the Dock property. Mrs. Bush died many years ago, but of their children at least Mr. J. H. M. Bush, master mariner, Mr. Kurtzha and Mrs. Davidson still survive, and two grandsons, Mr. Frank Stewart and Capt. Stewart of the *Borneo*, are well known in Bangkok. The late Mrs. John Anderson, Singapore, was a daughter of the Admiral, who was 86 years of age.

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 31st ult., as certified by the managers of the respective banks, are published in the *Gazette*.

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China, .....	\$3,571,218	\$2,400,000
Hongkong and Shanghai Banking Corporation, .....	16,453,105	11,000,000
National Bank of China, Limited, .....	201,511	100,000
Total, .....	\$20,225,834	\$13,500,000

SINCE the accident of war gave fictitious importance to a Hongkong judge's judgment (on contraband) the judges, high and pious, have been apparently contending as to who can sum up a trivial case in the greatest number of words: and the local papers have been ministering to this harmless (?) vanity, says the Hongkong correspondent of the *N.C.D. News*. They might be sent as specimen papers to the School of Journalism to show the possibilities of a "penny a line." The joke is according to a newspaperman who spoke to me the other day that a certain judge did give instructions, that the Press might have these great essays in lucidity to copy on payment of 50 many cents per folio. The Press were not paying for such contributions, and I learn that they may have them now by the yard, for the asking for. As a newspaper reader I am hoping they will not ask for any more.

MR. F. J. H. Droege, Consul General of the Netherlands-India, informs us that the Governor-General of Netherlands-India has decreed that all ships or vessels arriving from Hongkong, or having called at this port, are subject in Netherlands-India to a quarantine of five days from the date of the departure from port, or since the last case of plague on board. Importation is temporarily prohibited of animal refuse, claws and hoofs, animal or human hair and bristles, hides which are untreated and which are salted or cured with arsenic, raw wool and rags, bags or sacks which have already been used, coming from Hongkong or transhipped at this port. Also temporarily prohibited to import from Hongkong into Netherlands-India leprosy and used embroideries, unless they are transported as personal baggage or in consequence of change of residence.

IN the Reading Room at the Kowloon docks last night Mr. Lambert, superintendent engineer of the Hongkong and Whampoa Dock Co., Ltd., who has been appointed to the position of Lloyd's Surveyor in succession to Mr. Newman Mumford, transferred to Consantinople, was presented with a very handsome and massive silver salver, by Mr. T. Neave, on behalf of himself and the rest of the staff of the Dock Co. as a token of their good will and esteem for their departing colleague. Mr. Neave, in making the presentation, spoke of Mr. Lambert's many years' connection with the docks, and the pleasant relations that had always characterized his association with his colleagues, and of the sincere regret experienced by them all at his leaving them—a regret tempered, however, by a remembrance of the fact that Mr. Lambert was not leaving Hongkong, but merely removing to another and more important sphere of usefulness in this Colony. Mr. Lambert acknowledged the gift and the kindly expressions which had fallen from Mr. Neave, and said that, while he himself regretted leaving his duty called him elsewhere, but it was such that it must always keep him in touch with his old friends and colleagues. The rest of the evening was passed by a very enjoyable, though impromptu, "Smoker."

THE last of the series of these most popular dances, held under the auspices of the Masonic Quadrille Club, took place on Wednesday. Hitherto, the dances have been held in the Masonic Hall, but the Quadrille Club abandoned that locality for its last function, and held it in the City Hall. The hall had been very tastefully decorated with potted palms, and evergreens, besides being draped with bunting, while the floor put into excellent condition, under the superintendence of Mr. J. Vanstone. The duties of Masters of Ceremonies were assumed and most satisfactorily carried out by Messrs. J. Sibbert and Mr. McLeod, while Mr. H. Wolfe, President of the Club, was most energetic in his efforts to make the guests feel quite at home, a duty in which he was ably seconded by Mr. W. Higby, Hon. Secretary of the Club. A capital and very varied programme of dance music had been arranged, and this was perfectly carried out by the Club's musicians, Sergeant Jenkins, R.E., and Corporal Roberts, R.E., who have done such yeoman service at all the six dances of this series. Notwithstanding the very unpleasant state of the weather there was scarcely an invitation unresponded to, so that there were about one hundred and twenty couples on the floor at one time. The refreshments and supper arrangements were in the hands of Messrs. Morgan and England, and all concerned are to be heartily congratulated. The Club proposes to wind up its season this year with another smoking concert to be held, probably in the City Hall, at an early date.

## Shipping.

### Vessels in Port.

#### Steamers.

Battersea Bridge, Br. s.s., 2,177, R. Chievem, April—Cardiff 29th Jan., Coal.—D. & Co., Ltd.  
Catherine Apar, Br. s.s., 1,730, A. Stewart, 10th April—Calcutta 25th Mar., Penang 31st, and Singapore 4th April, Gen.—D. S. & Co., Ltd.  
Derwent, Br. s.s., 1,652, Jenkins, 14th April—Pinnorcan (Java) 4th April, Sugar and Nuts—Man Fat & Co.  
Eastry, Br. s.s., 1,941, Hassfield, 14th April—Rangoon 30th Mar., Rice—Order.  
Empire, Br. s.s., 4,496, P. T. Helms, 14th April—Sydney 22nd Mar., Brisbane 24th, Townsville 27th, Cairns 28th, Port Darwin 2nd April, Timor 5th, and Manila 12th, Gen.—L. & Co.  
Empress of India, Br. s.s., 3,032, O. P. Marshall, 11th April—Vancouver (R.C.) 20th Mar., and Shanghai 8th April, Mails and Gen.—C. P. R. Co.  
Fon Shing, Br. s.s., 1,423, T. Arthur, 14th April—Samarang 3rd April, Sugar and Cotton—J. M. & Co.  
Glenesk, Br. s.s., 2,083, J. Rafferty, 13th April—Katsur 7th April, Coal—McG. Bro. & Gow.  
Glenloch, Br. s.s., 2,997, E. J. Stallard, 13th April—Singapore 7th April, Gen.—McG. Bro. & Gow.  
Hailan, Br. s.s., 3,377, I. Andersen, 14th April—Pakhoi and Hoihow 13th April, Gen.—A. R. M.  
Haitan, Br. s.s., 1,183, J. S. Roach, 14th April—Fochow 11th April, Amoy 12th, and Swatow 13th, Gen.—D. L. & Co.  
Hongkong, Br. s.s., 739, A. Suzuki, 14th April—Haiphong 11th April, and Hoihow 13th, Gen. and Sugar.—A. R. M.  
Howick Hall, Br. s.s., 2,377, Harris, 14th April—Cardiff via Sabang 2nd Feb., Coal—Order.  
Lennox, Br. s.s., 2,361, F. McNair, 4th April—Katsur (Japan) 31st Mar., Coal.—D. & Co., Ltd.  
Loosok, Br. s.s., 1,020, G. Schultzen, 13th April—Bangkok 4th April, and Swatow 12th, Rice and Wood.—B. & S.  
Newton Hall, Br. s.s., 2,625, A. C. Hustler, 14th April—Cardiff 7th Feb., Coal.—J. M. & Co.  
Pollux, Br. s.s., 779, C. Svendsen, 13th April—Rajah 6th April, Timber—Order.  
Ponna, Br. s.s., 4,787, C. R. Longden, 14th April—London 5th Mar., and Singapore 9th April, Gen.—P. & O. S. N. Co.  
Promise, Nor. s.s., 714, E. Thorstensen, 13th April—Bangkok 5th April, Rice—Chinese.  
Saint Helena, Br. s.s., 2,707, McKee, 14th April—Cardiff 8th Feb., Coal—Order.  
Siberia, Am. s.s., 5,655, J. T. Smith, 10th—San Francisco 3rd Mar., and Manila 8th April, Mails and Gen.—J. M. S. S. Co.  
Singora, Ger. s.s., 1,754, P. Hermeling, 11th April—Bangkok 3rd April, Rice.—M. & Co.  
Tatar, Br. s.s., 2,768, E. Beetham, R.N.R., 5th April—Vancouver 7th Mar., and Shanghai 2nd April, Gen.—C. P. R. Co.  
Teau, Br. s.s., 1,346, A. Somerville, 14th April—Manila 11th April, Gen.—H. & S.  
Tolosan, Ger. s.s., 2,220, Rose, 14th April—Tsingtau 8th April, Coals.—J. & Co.  
Wongkoi, Ger. s.s., 1,115, W. Reher, 11th April—Bangkok 4th April, Rice.—H. & S.  
Wosang, Br. s.s., 1,076, M. S. Malkin, 14th April—Canton 13th April, Gen.—J. M. & Co.

#### Sailing Vessels.

A. G. Ropes, Am. ship, 2,302, D. H. Riners, 16th Mar.,—Philadelphia 16th Oct., 1901, Case Oil.—S. O. Co.  
Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.,—New York 7th Aug., 1904 Petroleum.—S. O. Co.  
S. P. Hitchcock, Am. ship, 1,086, E. V. Gates, 22nd Mar.,—from New York, Oil and Wax.—S. O. Co.  
West York, Br. ship, 720, W. J. L. Fosta, 13th April—Newcastle 15th Jan., Coal.—E. A. T. Co.

### CHINA COAST METEOROLOGICAL REGISTER.

April 14th, 1905, a.m.

Bar. Th. Hu. Wind Wt.

Vladivostok, 7 a.m.	—	—	—	—
Nemuro, 6 a.m.	—	—	—	—
Hakodate, ..	—	—	—	—
Tokio, ..	—	—	—	—
Kochi, ..	—	—	—	—
Nagasaki, ..	—	—	—	—
Kagoshima, ..	—	—	—	—
Oshima, ..	—	—	—	—
Naha, ..	—	—	—	—
Ishigakijima, ..	—	—	—	—
Taihouku, 5 a.m.	—	—	—	—
Taichu, ..	—	—	—	—
Tainan, ..	—	—	—	—
Koshun, ..	—	—	—	—
Pescadore, ..	—	—	—	—
Weihaiwei, 9 a.m.	30.09	41	NW	2 c
Gutzlaff, ..	30.03	51	ENE	2 cm.
Sharp Peak, ..	30.02	60	88	N Y
Amoy, 6.30 a.m.	29.97	60	100	NE 1 c
Swatow, ..	29.97	62	89	NNW 5 or
Canton, ..	29.94	71	95	SE 2 or
Hongkong, 10 a.m.	29.95	65	95	E 4 0
Victoria Peak	—	—	—	SSW 4
Gap Rock, ..	29.94	—	—	E 4
Macao, ..	29.93	68	—	SE 1 od
Haiphong, ..	—	—	—	—
Manila, ..	29.96	65	65	NNW 1 c
Bacolod, ..	—	—	—	NW 2 c
Iloilo, ..	29.95	66	—	ENE 2 b
Cebu, ..	—	—	—	—
C. St. James, 10 a.m.	—	—	—	—

April 15th, 1905, a.m.

Vladivostok, 7 a.m.	29.76	—	—	NW 10
Nemuro, 6 a.m.	29.97	—	—	N 4
Hakodate, ..	29.98	—	—	—
Tokio, ..	29.99	—	—	—
Kochi, ..	29.99	—	—	NE 0
Nagasaki, ..	30.07	—	—	NE 0
Kagoshima, ..	30.07	—	—	—
Oshima, ..	29.96	—	—	—
Naha, ..	29.93	—	—	E 4
Ishigakijima, ..	29.93	—	—	—
Taihouku, 5 a.m.	—	—	—	—
Taichu, ..	—	—	—	—
Tainan, ..	—	—	—	—
Koshun, ..	—	—	—	—
Pescadore, ..	—	—	—	—
Weihaiwei, 9 a.m.	30.03	51	100	SE 3 d
Gutzlaff, ..	29.99	60	94	—
Sharp Peak, ..	29.97	60	100	—
Amoy, 5.30 a.m.	29.97	62	100	—
Swatow, ..	29.95	62	100	—
Canton, ..	29.93	71	98	SE 1 od
Hongkong, 10 a.m.	29.93	71	98	SE 1 od
Victoria Peak	—	—	—	SSW 6
Gap Rock, ..	30.01	—	—	SE 3
Macao, ..	30.01	73	—	SE 1 0
Haiphong, ..	—	—	—	—
Manila, ..	29.95	60	55	SW 1 b